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WEEK DAYS.

7.00 a.m.	7.10 a.m.	
7.30 "	7.40 "	every 15 minutes } Stop
8.00 "	8.10 "	" 10 " } ping
	8.30 "	Non Stop
	8.37 "	Stopping
	8.47 "	Non Stop
	8.54 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.20 "	Non Stop
9.30 a.m. to 11.00 "		every 10 minutes } Stop
11.30 "	11.40 p.m.	" 15 " } ping
	12.40 "	Non Stop
	12.47 "	Stopping
	12.57 "	Non Stop
	1.04 "	Stopping
	1.13 "	Non Stop
	1.20 "	Stopping
1.30 p.m. to 4.00 "		every 10 minutes } Stop
4.30 "	4.40 "	" 15 " } ping
	4.50 "	" 10 " }
	5.40 "	Non Stop
	5.47 "	Stopping
	5.57 "	Non Stop
	6.04 "	Stopping
	6.13 "	Non Stop
	6.20 "	Stopping
	6.30 "	Non Stop
	6.37 "	Stopping
	6.47 "	Non Stop
	6.54 "	Stopping
	7.04 "	Non Stop
	7.13 "	Stopping
	7.20 "	Non Stop
	7.30 "	Stopping
	7.47 "	Non Stop
	7.54 "	Stopping
	8.03 "	Non Stop
	8.10 "	Stopping

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PRINCE JOACHIM. EX-KAISER'S YOUNGEST SON AS GERMAN SPY.

Notwithstanding the gibes levelled
against the ex-Kaiser's sons during the
war, it is evident from revelations made
by Major Russell that Prince Joachim,
the youngest son of Wilhelm courageously
filled a rôle which at any time might
have earned him an ignominious death
as a spy.

These revelations are made by Major
Russell in connection with his account of
the way in which the Secret Service
thwarted mysterious attempts by Freytag
to destroy the military docks and supplies
at La Rochelle. Several attempts to
burn these docks had been made prior to
July, 1918, but they were clumsy and the
guilty ones had been promptly captured
and punished. But then, says Major Rus-
sell, "we received a report from one of our
assistant provost marshals stationed at La
Rochelle, one of our sub-base ports, which
awoke us to new dangers."

"For the past eight nights," on each
night, we have discovered a fire on the
gasoline box. By good fortune we have
been able to quench them before they
made a fair start. But sooner or later,
unless steps are taken to capture those
who are responsible, we are sure to have
a fire that will seriously cripple the entire
American army by destroying at least 75
per cent. of our gasoline supply. Strug-
gling orders against the carrying of matches
are enforced; we search every German
prisoner before allowing him to pass
through the gate, any one found violating
this order is severely punished; but still
the fires continue."

"At this place we had a prison compound
with over three thousand German prison-
ers in it."

We felt convinced that the German prison-
ers were in some way setting the fires.
We finally decided to send three of our
men to the front. They were to join the
newly captured prisoners so that we could
transfer them to our prison compound
without their identity becoming known.

The Secret Service men detailed to this
work were treated the same as the other
prisoners. In order that they might be
able to visit the various prison huts they
were assigned to the Sanitary Squad—the
meanest and dirtiest job in the prison
camp.

ENTER THE PRINCE.

Prince Joachim entered upon the stage
at this point under the pseudonym of
Freytag, who was supposed to be a Swiss
Red Cross worker, sent to this compound
at the request of the German Government
to look after the welfare of their prisoners.
The Secret Service men working on the
case had no suspicion at the time that
Freytag was other than he seemed to be.
Even after it became plain that he was a
German spy, the American officers, speak-
ing in the name of the Kaiser, had no
reasoning to believe that he was a son of
the reigning Kaiser. Regarding the Prince's
activities in the prison camp, Major Russell
declares:

Having the proper credentials, he pro-
ceeded to make himself universally liked
by all who had anything to do with him.
He was a modest, well-mannered young
chap, unobtrusively a gentleman, speak-
ing excellent though slightly English, and
appearing to be in the early stages of con-
sumption, and his colour looked hectic;
but he was quietly efficient and made no
complaints about his health until an attack
of influenza put him in bed and served
the Allied and American cause immeasur-
ably.

But for weeks no one suspected that the
Swiss Red Cross man always working so
conscientiously for the prisoners was any other
than the philanthropist he appeared.

Our three men among the prisoners were
industriously cultivating friends and watch-
ing for clues, but they got hold of nothing
tangible till after they observed that
Freytag in talking to a certain trio of prison-
ers always got them out into the open
and generally took them into the centre of
the prison compound.

Then one of our men reported that three
of the prisoners were continually losing
their blouses. They were the same three
Freytag had so frequently singled out.
Next the same man noted that the blouses
were lost only after a chemical treatment.
And now when he marked and reported
further that the first started only after
one or more of these blouses had been lost
—we knew we were hot on the trail of our
quarry. And then still another fire was
seen. We must hurry if we were not to lose
our docks and perhaps the war. A slant
of the wind in the enemy's favour might
eventually give the Germans the victory.

Just then it was that Freytag was taken
down with influenza. His three was in-
structed to go to the prison camp and tell
the prisoners she was sent there as Frey-
tag's representative—that he was ill and
had asked her to look after their welfare
while he was away. She gave special atten-
tion to the three men whom Freytag had
been so intimate with. Finally, one
day, one of them said to her that he would
have to have some more of both the acids
that were used for the destruction of germs.
He asked her to tell Herr Freytag that
the last acid was not strong enough,
it would not work quickly enough, and
tell him to experiment and see if with the
new supply the ration should not be
changed.

Mary told Freytag of her conversation
with the prisoner, Hans, and, of course,
she stressed the fact that he had complain-
ed the acid was too weak. "I will try out by
myself when I recover," replied Freytag.
"The next time you go over to the camp,
tell Hans not to use any more until I first
try it out here at home. Tell him it is too
dangerous and that I wish him to wait
until I have recovered and can tell him
personally just what proportions to use."

When this was reported to me, I deter-
mined that I myself would experiment
with these dangerous acids and asked my
friend the doctor to help me. But he
did not need to experiment to know some-
thing about what would happen if I
brought those two substances together.

"You will blow yourself up if you don't
look out," he exclaimed. "Those two acids
in contact cause spontaneous combustion
and you will set something on fire," and
we had fathomed one of the deadliest plots
of the war!

It was very simple: Freytag, teaching
them how to fight vermin, had instructed
all the prisoners to wash their clothing
in the first acid, allowing it to remain on
the cloth. The three men who were in his
confidence were the only ones who knew

(Continued at foot of next column.)

A DIAMOND WITH A HISTORY.

The Italian Government has an inter-
esting story to tell of the diamond which the
ex-Empress Zita wants to sell to them.
It claims the diamond as forming
part of the rich collection of jewels known
as the Treasure of Tuscany, which belonged
to the Medici and was carried off to Vienna
in the eighteenth century by the House
of Lorraine after the death of the last
Medicean Grand Duke in 1743. At the
close of the war the Italian Government
stipulated that the Treasure of Tuscany
and all other jewels and art treasures
which Austria had removed at different
times from Italy should be restored, and,
thanks to the energetic action of the
Italian Mission at Vienna, this was done
last year. Some of the most valuable ob-
jects had been, however, in the personal
possession of the Imperial family, who
were already in exile. These included the
diamond, two richly illuminated codices
from the library at Medona, and the
famous Bible of Borso d'Este which the
ex-Empress Charles sold in Paris, and
which was rebought for Italy by the patri-
otic Milanese Commendatore Treani at
the cost of a million lire. The Italian Gov-
ernment has notified ex-Empress Zita that
it intends to assert all its rights over the
diamond and the two manuscripts still in
her possession, and it will at once take
steps should she attempt to sell any of
them.

The diamond, which weighs one
hundred and forty carats, and is noted
for its yellowish tinge, is said to be the
fourth largest diamond in the world. It
belonged to Charles the Bold, Duke of
Burgundy, who lost it on the battlefield
in 1476. It was found by a peasant who
thought it was a piece of stone, and he
sold it to a Jew. After passing through various
hands, it was sold by the Jew to the
Grand Duke Ferdinand of Tuscany in 1601.
It is set in a circlet of tiny diamonds in
the shape of a snake.

Many amusing criticisms were made by
Mr. Frank Jones in a lecture on "The
Spoken Language" to teachers attending
the City of London Vacation Course in
Education on August 7th. There were
three standards of pronunciation—
"Brummagen," standard English, and
"affectation." He stressed the importance
of lip movement, and said an English-
man's lips were "almost as flaccid as
tripe."

his real objective; he would give them a
small bottle of the other acid which was
stopped with a small roll of paper; and
when they were at work they would take
off their blouses and would throw them
with the bottle in a pocket, behind some
combustible material on the dock. The
acid in the bottle would eat through the
paper-stopper and reaching the chemical-
ly prepared cloth it would burst into
flame—and the chance of destroying a
vast system of docks and endless supplies
of gasoline and oil would be excellent, es-
pecially if the acid were timed to reach
the cloth at night so that the fire might
get a good start before being discovered.

The time came when Freytag was allowed
by the doctor to go for a short walk, and,
as we expected, he took the first chance
to get fresh supplies for arson. Mean-
while we watched several men in his cel-
lar, where we were sure he would under-
take an investigation of the strength of
his purchases. Sure enough, when he
came in he went to the cellar, and taking
some old cloth and paper, proceeded to
try out various combinations of the acids.
After several hours' experimenting, he
finally secured the proper proportions, and
then put the two acids together on a cloth.
In a few seconds the cloth was burning.

"SHOOT ME!"

Then the Secret Service men stepped out
and arrested Freytag. The calm and de-
fiant manner in which he reacted to this
exposure of his carefully laid plot and to
his capture leads Major Russell to ex-
claim:

He was a brave chap, that German spy.
Just up from sick-bed, he had been work-
ing for hours beyond his strength, but he
showed no white feather. At first he
denied all charges, but when he heard
what we knew, he took the other tack
and wanted to know why any further pre-
liminaries?

"Take me out and shoot me," he said.
He was brought before me. It was my duty
to find out if I could, who he was. The
manner of his confederates towards him
and his own personal quality convinced us
that he belonged in the higher ranks of
life. But I could get nothing out of him.
We sat opposite each other, talking quietly
enough, and nothing I could say appeared
to shake him in any way. I told him
that as a common felon he would be hung.
He said he had a right to be shot. But
when I replied that maybe if we knew
who he was we could grant that right, he
still quietly refused us any information. I
told him I recognized that he must without
doubt belong to the officer class, but if
we knew nothing about him he would have
to leave the hard conditions imposed on
his common soldier confederates.

"Put me in with them," was his answer.
All the while he kept his voice level and
firm. Men experienced in such suffering
could tell that his mouth was dry; he was
"chewing cotton" and the white saliva
showed at the corners of his mouth, but
there was no weakening of his soul.

He was too mysterious and personally
impressive to be speedily executed. "For
the time being he was imprisoned under
the conditions of an officer. Soon extra-
ordinary German efforts to effect his ex-
change proved we were right as to his be-
ing an important person. The Germans
offered to exchange many prisoners for this
one.

Later the secret service agents managed
to seize certain plans of the German High
Command through the unintentional inter-
vention of the Prince—a feat which was
said to have shortened the war consider-
ably.

The ex-Kaiser's youngest son subse-
quently shot himself. The author says
"The American officers who participated
in this great feat (the capture of the
plans) will always believe that the Prince
killed himself because he realized that he
was the means by which the Americans in-
duced certain officers of the High Com-
mand to turn traitors."

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[FROM OUR OWN CORRESPONDENT.]

LONDON, August 2nd.

AMERICANS GOING HOME.

This week has seen the beginning of the homeward flight of Americans, and Waterloo station has been a busy place indeed. Something of the nature of the rush may be gathered from the fact that in two days the Cunard Company's boats took over 5,500 passengers Westward-bound from Southampton alone. In the same period nearly the same number went from Liverpool. The *Hecanaria* took over 2,750 passengers for New York. To newspaper interviewers the returning Americans who were questioned expressed their delight at their visit to England. They all love the ancient and historic places old in story, but best of all they love the English countryside. To most of them who have been in England for the first time rural England, with its roads winding among the hedgerows, the woods and streams and cultivated fields, and the wonderful verdure on every side, seems like a beautiful garden.

AN ATTRACTIVE PROPOSAL.

Mention of Americans suggests a reference to that excellent organization, the American Universities' Union. There is a very flourishing branch in London, which acts as a connecting link between British and American students, and the officials are aiming at a highly interesting new departure. They want the authorities to open Oxford and Cambridge to scholars placed at the disposal of the Summer schools for the whole three months of the vacation. During this period special professors deliver lectures, and the students in attendance are enabled to live the real university life in every particular. It is definitely claimed for this system that, quite apart from the educational value of the lecture courses, the influence of actual university life upon the students is beneficial and lasting. Up to the present, however, the university authorities at Oxford and Cambridge have declined to sanction a Summer school on the lines proposed, but the members of the Union intend to keep pegging away, and are hopeful of ultimate success.

It seems that all the American universities are placed at the disposal of the Summer schools for the whole three months of the vacation. During this period special professors deliver lectures, and the students in attendance are enabled to live the real university life in every particular. It is definitely claimed for this system that, quite apart from the educational value of the lecture courses, the influence of actual university life upon the students is beneficial and lasting. Up to the present, however, the university authorities at Oxford and Cambridge have declined to sanction a Summer school on the lines proposed, but the members of the Union intend to keep pegging away, and are hopeful of ultimate success.

PUBLIC SCHOOL CHARGES.

The *Times* has been doing a public service by drawing attention to the difficulty in which parents of the old public school type are now placed. The essential point to note is that many parents find the utmost difficulty in paying the high charges made at certain public schools. There is no sign at present of a decrease in the fees demanded, although costs, in other directions, including that of food, clothing, etc., have shown a marked fall. This is the burden of complaint on the part of many parents whose letters have appeared in *The Times*. But, as the paper points out, so long as there are parents able and willing to pay the high charges it is only to be expected that such charges will be maintained. The point that emerges is that professional men and others who cannot afford to send their sons to public schools whose names possess a glamour will probably turn to some of the excellent grammar schools where the intellectual standard is as high as anywhere.

BACK TO THE LAND.

I have received some definite information on land settlement undertaken by the Ministry of Agriculture, a subject which continues to occupy a great deal of attention, and it is very satisfactory to know that the total number of ex-servicemen placed on the land as smallholders since the inauguration of the scheme is nearly 17,000. Of course, nobody expects that all of these men will succeed, but the majority are expected to do so, provided the Ministry and the County Councils continue to lend a helping hand for the next few years.

There is, however, a danger that the men on the soil may be tempted to look too much to others for help and guidance, whereas the whole basis of the scheme is to enable men to become independent and self-reliant. It is impossible to farm successfully from Whitehall; however much Whitehall, in doing so, may be able to utilise the very best local available talent. In this connection, and as supporting the statement just made, it may be mentioned that the Ministry has been running since about 1918 several farm settlements, which vary from about 500 to 900 acres to something like 2,000 acres apiece. At the end of March, 1922, the losses incurred amounted, in the aggregate, to £249,542.

If farming is to pay at all, it is individual initiative and the rewards of individual enterprise which will put the balance of the cultivator, or cultivators, on the right side of the balance-sheet. Officialdom, which has no possible incentive to save the taxpayers' money, always spends lavishly and frequently unwisely.

NO 6/- NOVELS YET.

The movement started some time ago to bring about a reduction in the price of the novel has made no headway. Booksellers who advocated a return to the pre-war price as the only effective means of stimulating novel-buying have formally notified the publishers that it is impracticable. The high cost of printing and binding books, coupled with the firmness of paper prices, is given as the reason. Experimental attempts to put new novels on the market at slightly lower prices have not, it is said, brought a sufficient increase in sale to encourage price-cutting. One leading publisher says the six shilling novel of ordinary length only becomes possible when there is a very large sale. Another view in the trade is that a short story of forty or fifty thousand words ought to be offered to the public at less than 7/6.

(Continued at foot of next column.)

NEW FRENCH TAX ON
FOREIGNERS?

The latest suggestion for improving the financial situation of France is that foreign visitors and residents should be made to hand over some of the advantages they derive from the exchange rate in the form of a special tax. The author of the scheme is M. Pierre Taittinger, Deputy for the Charente Inferieure, who would call this proposed levy on foreign purses a "tax of economic adjustment." M. Taittinger argues that while foreign visitors bring wealth and prosperity to a country with a normal exchange, they help to ruin a country whose currency is depreciated, since by reason of their demands when such a country's production is not sufficient for its own needs, it has to buy abroad at a disadvantage. Prices therefore rise, while the exchange rate falls. It is also, he says, a scandal that while so many French families are unable to find a lodging, foreigners are snapping up vacant flats and crowded hotels which might serve as at any rate a temporary residence for homeless French people. In this connection he invokes the perils of the falling birth-rate as an illustration of the necessity for reserving more accommodation for the native population. One of M. Taittinger's avowed objects, also, is to keep out of France those people who go there simply in order to live more cheaply, than they could at home by reason of the depreciation of the franc. The proposed tax would, therefore, be sufficient to balance the advantages derived by visitors from the exchange rate. The tax should be levied, he says, on all foreigners who remain in France for eight days or more, and he would fix the rate at 1,000 francs per month for the head of a family, with an additional 200 francs for each person dependent upon him. Diplomatic officials, manual labourers, and Belgian and Polish subjects would be exempt, but he would make all other foreigners subject to heavy penalties within eight days of their arrival they failed to pay the "economic adjustment tax." It should be noted that M. Taittinger's scheme has not met with a very encouraging reception in either official or business circles. Hotel-keepers and all those interested in the tourist traffic are strongly opposed to the imposition of any special burden on foreigners, which would, they say, simply drive visitors away from France and play directly into the hands of German propaganda. M. Taittinger, however, believes that his tax would have no effect upon rich people, who can very well afford it, and he adds that it is only really wealthy visitors who spend money unthinkingly on expensive accommodation and products of the luxury trades who confer any benefit on the country. So far as other classes of foreigners are concerned, he believes that France would be better without them until her money is more nearly equal in value to their own.

Meanwhile, I learn that Messrs. Heinemann, Ltd., are adhering to the higher price for fiction, and Messrs. Hutchinson and Co. have intimated to their agents that any reduction is impossible in the near future. Other publishers adopt the same line, so that for some time to come books will not be cheaper.

THE FREE STATE ELECTIONS.

It is curious to note how Ireland seems to have faded out of the picture since the coming of the Free State. It would be idle to pretend that the Irish General Election has aroused more than a shadow of interest in this country. The average Englishman and Englishwoman care very little indeed what the redoubtable "patriots"—everyone in Ireland is a "patriot" of one brand or another—do about their next Parliament. If any concern is expressed in political quarters here it is to the effect that the success of the independent candidates would be all to the good.

The independents are not primarily politicians, but represent the commercial class or the farmers. Southern Ireland will stand to benefit from the introduction into Parliament of a few of those who can act as spokesmen of the business community, because it has had an overdose of the so-called patriotism which has been at the bottom of most of Ireland's ills. The welfare of the agricultural and industrial workers is liable to be overlooked when a Parliament keeps on wrangling over constitutional problems.

DE VALERA UNDER LOCK AND KEY.

In arresting Mr. de Valera, the leader of the Republican irreconcilables, the Free State executive has helped to remove the opinion on this side that it was lacking in courage. Over and over again the remark has been heard in England that the Irish Government must have known where this "foine and Irish gentleman" of Spanish-South-American descent was hiding, and must have intentionally avoided the task of capturing him for fear of giving him the additional popularity that a leader obtains if he be thought to be suffering at the hands of a persecuting enemy. President Cosgrave has at last taken that quite genuine risk.

TO JAVA BY AIR!

No doubt as time passes there will be many efforts by various countries to establish air-routes from Europe to the ends of the earth. British schemes have been put forward for linking up this country and India. Now comes the news that the Dutch propose to establish an air-service from Holland to Java. Having had no experience with airships, the plan is concerned only with aeroplanes. An experimental flight is projected for next Spring, and meanwhile the necessary arrangements will be made with Government assistance.

The route mentioned has apparently been selected with an idea of following railway lines as far as possible and avoiding long crossings of open sea. It runs—Amsterdam, Budapest, Constantinople, Aleppo, Basra, Bombay-Ahmedabad, Calcutta, Rangoon, Bangkok, Medan, Padang, Batavia. This route must cross at least half-a-dozen of countries, including Turkey and Persia, and for that reason it has many obvious drawbacks. Nobody here considers the scheme could ever become a commercially sound proposition.—H.B.

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THE MAN WITH 49 PUTTERS.

VARIATION OF PATIENCE.

[BY GEORGE W. GREENWOOD.]

"I know that you regard me as some-
what of a golf maniac, but it is just as
well to live up to such a reputation, and
so I am going to ask you a favour. I
played the other day against a Mr. —
who is top man for the Golf Club, and
he bent me by one-eighth of an inch at
the last hole. I was very much struck
with his putter, which, I understand, is
one of Frank Johnson's. The professional
told me that it was an ordinary bent-neck
putter. 'Accurate' pattern, but it was cer-
tainly a very formidable weapon, and it
occurs to me that you may know the pre-
sent address of Frank Johnson, unless, of
course, he has departed this life, and then,
of course, you won't know. If he is in
the land of the living I may buy a
similar putter from him, which will make
something like my forty-eighth or forty-
ninth.

"I know it seems rather mad, but I can
assure you that I obtain a very great deal
of pleasure by having so many of these
different putters, because I arrange con-
tests between them, which are sometimes
quite critical and exciting. It is a varia-
tion of the game of patience, but it has
this advantage—it is played out of doors,
and it involves gentle exercise and walking,
as, of course, the putts vary from a few
feet to forty or fifty yards. Being a law-
yer, I am thankful to say that I have an
impartial mind, and do not 'favour' any
particular putter, so that I never know
which putter is going to win at the
end of the evening.

Forty-nine putters and the man is still
at large! Until I thought of the matter
it seemed incredible that so many types
of putting implements should be in ex-
istence. But I have since counted up to
seventy, and only gave up the task because
there seemed no reasonable end to it. In-
stead, in this sort of weather, the count-
ing of such names as "Schneetly," "Goose-
beak," "Aluminium," "Phipps," "Bow-
legged," is likely to cause mental
fatigue, a condition which one wishes par-
ticularly to avoid. However, I think I
only fair I should place on record the fact
that I do not consider my correspondent a
"golf maniac" because he happens to own
forty-nine putters. Rather do I credit his
passions. I am like the Socialist who
outwardly raves at the millionaire, but in-
wardly is prepared to sell his soul to be in
the other fellow's shoes. But I am credi-
bly informed that even millionaires live
nightmare existences, and I am perfectly
satisfied that men who own forests of put-
ters must sometimes be in a state border-
ing on lunacy.

Just imagine it, arriving in a fever of
excitement at the club on Monday Day,
and having to choose from forty-nine putters.
Like the girl in the novellette, brought face
to face with the stout-hearted villain, I
should shrink with dismay. And if you
do make a choice, how horribly tantalizing
it must be when halfway round to discover
that you have chosen the wrong one after
all. The ordeal must be as painful as
picking the wrong card in the three-card
trick. No doubt my correspondent, a plus-
golfer, if you please, must have been
furiously angry when he lost his half-
crown by no more than an eighth of an
inch on the last green. "Serve him right!"
said the other forty-eight putters sulking
in the corner of the locker.

THE ART OF PUTTING.

This leads me to a little dissertation on
the art of putting. The chief reason that
amateur Lord Randal is offering a prize
of £500 for the man who could hole thirty-
six putts of varying distances was that
putting was an essential part of the game,
to which, strangely enough, insufficient
attention was devoted. A golfer will con-
centrate feverishly upon covering 200
yards in two shots, but he cannot be bother-
ed to develop the accurate hitting of a five
yards putt. And he is on the green where
matches are won and lost. There is little
use in smiting prodigious distances if, as
Mickel has been prone to do of late, you
take more strokes on the green than you
took to reach it.

Many golfers lose sight of the all-im-
portant fact that almost as many shots
are played on the putting green as are
taken to get there. Take, for instance, a
first-class professional who goes round in
an average of 72 strokes. If you trouble
to analyse his figures, you will probably be
astonished to find that thirteen of these
strokes are devoted to the task of knock-
ing the ball into the hole from somewhere
on the green. Ask a famous golfer, unex-
pectedly defeated, to what he attributes
his downfall. He will invariably whine:
"Oh, the putting beat me; I took three
putts on nearly every green."

The case of Mr. Walter Travis provides
a first-rate illustration of how a man near-
ing the fifties, who puts on a scientific
basis, won the British Amateur Champion-
ship, notwithstanding that most of his
opponents could outdrive him by the
length of a street. Small in size and frail
in build, Travis came to learn that the
crises in matches occurred on the green;
and it was there that he delivered those
mortal blows. I remember at Sandwich in
1904 the American defeating Mr. Walter
Blackwell, one of the world's longest
drivers, by being putts three almost any-
where with his Schneetly putter. How
we all need to the professional's shops to
purchase one of those magical implements.

No golf of strength is required to knock
a ball into a hole from six yards
range along a beautiful piece of turf as
smooth as a billiard table. It is a matter
of skill and precision, where the hand and
eye work in perfect unison with the brain.
It may be argued that it is impossible to
pay attention to what a man says who is
fright at the sight of a yardstick. Never-
theless, I intend to quote Vardon, be-
cause it is not so very long ago that he
was a magnificent putter. Besides, respect
should be paid to a man who knows how
a thing should be done, but from some
mysterious cause cannot perform the act
himself.

(Continued at foot of next column.)

COTTONS IN CHINA.

The extreme depression into which
business in cottons for China has fallen is
all the more notable owing to the fact that
supplies on hand in the principal centres
are of quite negligible amount. The lat-
est mail advices disclose a state of things
which is almost without precedent. Of Eu-
ropean grey shirtings there were in stock
in Shanghai, for instance, on July 12th,
just 22,383 pieces, and of European white
shirtings 105,507 pieces. Before the war a
stock of a million pieces of grey and two
million pieces of white shirtings was con-
sidered a moderate holding, and since the
war something not far removed from these
quantities has often been recorded. At the
middle of July last year, for instance,
there were in Shanghai over 800,000 pieces
of white shirtings. The Board of Trade
returns give the total cloth exports to
China, including Hongkong, during July,
as 18,334,000 square yards. This quantity
is well over that of any previous month
this year, but it really represents only a
trifling amount of business. Our normal
export of piece goods to China before the
war totalled 50,000,000 yards, on the aver-
age, monthly. In 1910, of China it is per-
haps remarkable that even 18,000,000 square
yards could have been bought and export-
ed; but much of this must be intended
for consumption in the ports. It is
practically impossible to distribute cottons
or any goods from the ports to the in-
terior, for the main routes are infested by
bands of soldiers, and who are bent on
plunder. The Government strongly supports
the demand for intervention by the Powers
with the object of restoring order. Some
action will have to be taken if commer-
cial intercourse is to continue between
China and the Western nations. —Times
Trade Supplement.

MAILS TO BE ACCELERATED.

By the end of this year, says the *Times* of
Ceylon, Ceylon should have a mail ser-
vice comparable with that of pre-war days.
The P. and O. and Orient Companies have
arranged to accelerate their service and
save two days on both the outward and
homeward journeys between Colombo and
London, with the result that before the
end of the year mails from England should
be received in this island regularly on
Saturdays or Sundays in every week, while
instead of, as at present, the homeward
mails being sent on Tuesdays or Wednes-
days, they will leave on Wednesdays
night or Thursdays. The saving of time
in the case of the P. and O. Company is
being brought about by omitting the call
being brought about by omitting the call
at Bombay. This Company's Australian
vessels will in all probability begin to run
to the new time-table almost immediately.
It is expected that the *Malabar*, pro-
visionally due from Australia on Thursday,
October 4th, will be the first vessel to be
put on the new schedule, but in any case,
the *Malabar*, due to sail for London on
November 1st, is practically certain to
run on the new practice. Later in the
year, the P. and O. Company hope to
make the same change with the mailboats
from China, the first of the China boats
to cut out the call at Bombay being prob-
ably the *Malabar* on November 20th.

"It is quite clear," Vardon says, "that
the right hand makes the stroke. If
therefore, the left wrist should be held
more loosely than the right." In this re-
spect he is in agreement with many other
fine putters, including Jack White, Mr.
Harold Hilton, and Willie Park. Instead
of placing the right thumb round the
shaft as in driving, Vardon places it on
the top of the shaft and pointing down it.
This, he declares, makes for accuracy.
Vardon recommends hitting the ball in
the middle of the club, whereas Park
always hits the ball off the toe of the club
and drags the ball into the hole from the
right-hand side of it. I infinitely prefer
Vardon's method, because it is more
straightforward and less like a conjuring
trick.

WHAT RAY THINKS.

Ray, of the "velvet touch," designates
the art of putting a "profound mystery."
So it is, and that is why golfers buy forty-
nine putters in the attempt to solve the
riddle. He disagrees entirely with the
American practice of the putter, suspended
from the wrist, swinging backwards and
forward along a straight line, like the pen-
dulum of a clock. It can't be done, he says.
But Mr. Francis Ouimet, Mr. "Chick"
Evans, Mr. Bob Gardner, and Hagen, to
a large extent, perform the movement,
and none but the wilfully blind would say
that they can't putt. Ray utters another
during thing. He says that competitive
putting, save that obtained in competition,
is a sheer waste of time. Which is absurd,
as Euclid says, for have not the Ameri-
cans proved that practice is the key to
proficiency? However, Ray supplies a
useful tip when he says that most putted
putts are due to the fact that the player
has attempted to take the putter back in
a straight line from the ball.

Jack White says the great thing in put-
ting is to "find the line," and not the
bitting of the ball, as most people think.
Dimen's sovereign specific sounds in-
volved, but really it is not. He says: "En-
sure that the putter-head gets away first
with the hands following it. That is all
that matters. It is when the hands and
the clubhead get in a line that produces a
locking of the left wrist at impact and
prevents the ball from being struck truly." There
is something particularly dangerous in Dun-
can's statement, though, have often found
myself looking at the putter-head, going
back and at the same time putting the
short ones well.

Mr. John Low, one of the finest putters
that ever lived, remarks that "putting
should be the work of the fingers. If pos-
sible the very tips of the fingers, where the
club-head is." He is in direct conflict
with most of the distinguished golfers
who observe that the left hand is the
power hand in putting. And Mr. Low
completely shatters the accepted teaching
of playing for the back of the hole.
The rule of putting he decries it to be
a half-exposed-deceiving, purely — Daily
Telegraph.

REFUGEES FROM JAPAN.

HONGKONG RELIEF COMMITTEE
ASSISTS PASSENGERS
ON "DONGOLA."

Information reached the Hongkong
Relief Committee, through the courtesy
of Mr. J. A. Plummer, that a number of
Europeans from Yokohama on board the
s.s. *Dongola* were not too well provided
with necessities, and the Chairman, Mr.
G. T. Edkins, immediately put in hand
measures for their assistance. A dozen
or more Yokohama residents were found
on board, some of them suffering from
injuries which had prevented their going
ashore at Kobe and Shanghai where they
would in the ordinary course have re-
ceived quantities of second-hand clothing
and other necessities.

The passengers were full of praise for
the work done by the Relief Organiza-
tions in Kobe and Shanghai and said that
the workers there were severely pressed
in dealing with the ceaseless stream of
refugees passing through.

It appeared that some of the passen-
gers had no travelling rugs, which would
certainly be necessary before their jour-
ney's end, especially in the case of a
Norwegian lady bound for Norway. It
also appeared that many of the passen-
gers had little more clothing than they
stood up in, and one lady was in urgent
need of a perambulator, having to carry
a child several months' old in her arms.

Mr. Bridger, of Messrs. Lane, Crawford,
Ltd., put his efficient organisation in
motion forthwith and undertook to deliver
anything required before the *Dongola*
sailed at midnight. Miss Webster, in
charge of the ladies' department, under-
took to send an assistant with a selection
of clothes, shoes and stockings in order
that the passengers' necessities might be
better served. It should be mentioned
that the second-hand clothing collected in
Hongkong had just been nailed up in
cases for despatch to Japan so, as time
was of the essence of the contract (as the
lawyers say), it was necessary to obtain
a certain amount of new clothing to sup-
ply urgent requirements.

It may be added that the ladies were
full of gratitude for the clothes and many
of them made the same remark: "Of
course, we were thankful in Kobe to get
anything, but you can't think how de-
lightful it is to be wearing clothes that
no one else has worn."

Most of these victims of the earthquake
had been able to get some financial help
from their bankers on certifying what
they believed to be roughly the amount
of their bank balance, but a few were
very short of funds and to these grants
were made.

All the passengers had distressing
stories to tell of their experiences from
the effects of which they were obviously
still suffering. They all agreed in not
desiring a trip ashore, saying that they
were still afraid to set foot on land, and
felt much safer on the ship. One lady
was sitting in a motor-car outside a shop
in Yokohama when the earthquake occur-
red. A considerable block of masonry
fell across the car so that she could not
move and yet, strange to say, she was
extricated unharmed. Subsequently, in
searching through the wreckage, par-
sued her in two different places and
then had to stand in that condition up
to her neck in water for seven hours,
ducking every few moments to lessen the
effects of the heat, which was sufficient
to scorch the paint on the *Dongola*, a
mile away from the Bund.

There was on board a lady aged 75,
formerly well-to-do, who has lived in
Yokohama continuously since the early
nineties of last century, but is now bound
for London where, although she has no
friends, she has a little money. A young
lady in charge of three orphan children
whose only surviving relatives are poor,
was aided by the relief workers to get
in touch with the administrators of the
Mansion House Fund on arrival in Lon-
don, with a view to securing the future
care of her young charges. One lady
spoke of herself as "lucky" because
though she had "lost everything" she
still had her husband and his dwell-
hood was secure. A young man, who
has been travelling the world for some
months collecting commercial data lost
the whole of it, with all his belongings,
in a Yokohama hotel. He had what he
stood up in and small change.

The passengers stated that they are
anxious to leave Kobe and in their opinion
a large number of others will pass
through Hongkong in the next few weeks.

THE REV. J. KIRK MACONACHIE'S EXPERIENCES.

That relief work in Japan is being
carried out efficiently receives testimony
in a private letter received in the Colony
from the Rev. J. Kirk Maconachie, Minis-
ter of the Union Church, Hongkong.
Writing from Karuzawa, on September
7th, Mr. Maconachie says: "Ambulance
and Relief Corps are working well, feed-
ing the refugees en route, etc. At Yoko-
saki we saw a well-conducted Red Cross
Station, and at every stop water, rice,
clothes were brought round." Further ex-
tracts from Mr. Maconachie's letter will
doubtless be of interest. He writes:

"Failing to get rooms here on land-
ing we went on to Nikko, and were up
at Chuzenji when the calamity befell.
The shock was not very severe there, but
so prolonged that I feared disaster near
the coast. Still, nothing had been felt
in the Nikko region nor here, within
living memory, and many were much
alarmed. We joined the Templetons at
(Continued at foot of next column.)

CHUNGKING TO HAIPHONG.

A BRITISH CONSUL'S INTERESTING
JOURNEY.

"Notes on an Overland Journey from
Chungking to Haiphong," by Mr. B. G.
Tours, C.M.C., which appear in the
Bulletin of the Royal Geographical
Society, contain much that is new and
interesting. The journey was undertaken
in 1917, as a visit of inspection of the
provinces of Kweichow and Eastern
Yunnan, in accordance with the Anglo-
Chinese Opium Agreement of 1911. Mr.
Tours describes his notes as "a by-
product" containing matters of general
interest apart from the special opium
questions which were the object of the
journey. Leaving Chungking on March
31st, 1917, Mr. Tours' 4,000 miles of jour-
ney, by foot, pony, chair, boat and steam-
er, took him 115 days. At Chentzekai,
on the road to the border of Kweichow
Province, the writer visited some iron-
smelting works having a daily output of
2,400 lbs. of rough iron plates, the ore
being taken from the surrounding hills.
On April 5th he crossed the Szechwan-
Kweichow border, and was met by Chi-
nese delegates from Kweichow. On this
stage of the journey, he says, "each vil-
lage and town through which we passed
was belaguered and decorated with arches
of evergreen, with inscriptions of welcome
and of prospective joy at the abolition of
opium."

At Sankung the delegates feasted Mr.
Tours, offering him a bottle of Florida
Water, and another of Crosse and Black-
well's vinegar, as "foreign wine" ex-
plaining that they themselves had tried
them but were not connoisseurs of foreign
liquor. It is noted, "in spite of the gen-
eral height of the country in the north
centre of Kweichow, the soil and climate
are excellent for agriculture." The notes
speak of the scenic nature of Kweichow
at this part, and describe its inhabitants,
among whom are included a number of the
Miao tribes. In the Tsunyi district
Mr. Tours interested himself in the
methods used in producing raw silk, the
staple product, and he has also something
to say of the woven cloth into which it
is made. At Lannuchang he saw a quick-
silver mine run by a Chinese company.
Five shafts had been sunk, and although
the machinery was primitive, the work
was progressing and stocks of mercury
accumulating. The company did not in-
tend to put any quicksilver on the mar-
ket for several years. Mr. Tours con-
trasts the province of Kweichow and
Yunnan, whilst he gives much information
regarding the people, the scenery, the
industries, fauna, and other matters relat-
ing to the country, through which he
passed. He says:

"A journey through Kweichow and Yun-
nan brings conspicuously before the
traveler the poorness of communications
and explains in a great measure the
absence of development of resources, the
sparseness of the population, and the
general poverty of the provinces. The
future of Kweichow probably lies chiefly
in minerals, with some agriculture. The
altitude of the Kweichow plateau renders
the climate temperate and suitable for
crops: I saw rape plants 7 or 8 ft. high.
Eastern Yunnan is not so favourably cir-
cumstanced. The greater altitude, the
poorer soil, the violent winds all combine
to restrict agriculture. Systematic affor-
estation might improve matters."

Nikko whence a party of 35 started on
Wednesday for Kobe. As far as Yoko-
saki we did well enough, but reaching
there in seven hours we found that further
progress out of the question that day.
The scene was absolutely indescribable,
thousands upon thousands of homeless
refugees crowding the great platforms,
arriving by every train and carried on
as best the railway could.

"We spent the night on the floor of
a waiting room and left next morning
at six o'clock: our 'reserved' carriages
were rushed at the platform by a mass
of distressed creatures till every inch of
space was more than occupied. The
journey does not bear thinking about,
but by the time this place was reached
(25 miles in six hours) the unanimous
opinion was that to attempt further
progress would be madness. Had we gone
on many more hours many of us would
undoubtedly have been hospital cases."

"The rush continues without ces-
sation, every train taking some 1,200 to
1,500 poor creatures, packed as tight as
can be, engine, tender and roofs of car-
riages bearing their quota. Here
then we are, imprisoned and hopeless
though comfortable enough and hoping
our friends in Hongkong are not in
anxiety on our account. We are in
straits for clothing, all our baggage
having been checked through to Kobe.
The Templetons for their part have
been burnt at Yokohama. But we are
thankful for dear life, and feel our in-
conveniences petty indeed beside the ruin
and grief of myriads."

It is indicative of the way the earth-
quake has overwhelmed every other
human concern that Mr. Maconachie dis-
misses in a postscript his experiences
of sea in a typhoon. He writes: "P.S.—
I suppose you heard we went right
through the typhoon on the *Russia*!"

HONGKONG RELIEF FUND.

Among the latest contributors to the
Fund are:—
Hongkong Rope Manufacturing Co.
Ltd., \$1,000; China Light and Power
Co. (1919) Ltd., \$1,000; Shaw's
Tones Co., \$500; China Provision Loan and
Mortgage Co., Ltd., \$500.
The total now amounts to \$359,825.45.

SPORT.

CRICKET.

TRIAL MATCH AT THE CIVIL SERVICE CRICKET CLUB.

A very interesting trial match was played on the Civil Service C.C. Ground on Saturday afternoon between sides captained by Mr. C. Sara and Mr. Holdman. The outstanding feature of the match was the batting by J. H. B. Nihil who knocked up a very fine 40 for his side. Edmunds did well with the ball taking five wickets for 20 runs. The scores were:—

MR. HOLDMAN'S XI.	
F. Baker, hit wicket, b Sara	14
F. E. Lawrence, c Cullip, b Sara	0
E. Dunkley, c Evans, b Edmunds	9
R. E. Lindell, c Gill, b Oswald	11
E. T. Crocker, c and b Gill	9
J. H. B. Nihil, c Evans, b Westlake	40
P. T. Lumble, b Edmunds	10
F. J. Pearce, b Edmunds	10
W. F. G. Gorvin, c and b Edmunds	0
R. C. Bruce, not out	4
Extras	4
Total	117

Bowling Analysis.	
Sara	3 1 12 2
Edmunds	10 2 20 0
Cullip	3 0 9 0
Oswald	3 0 19 1
Savage	4 2 4 0
Cowan	3 0 21 0
Westlake	3 1 12 1
Gill	3 0 12 1

MR. SARA'S XI.	
C. Sara, b.w. b Gorvin	0
F. Harper, b Baker	0
W. Cullip, c Gorvin, b Dunkley	22
R. Player, c Lindell, b Baker	15
W. Edmunds, c Gorvin, b Lumble	5
W. Cowan, c Holdman, b Lawrence	12
H. F. Westlake, c Pearce, b Dunkley	5
C. Evans, not out	0
W. Gill, c and b Lawrence	0
A. Oswald, c Lindell, b Lawrence	0
E. Savage, b Lawrence	0
Extras	1
Total	60

Bowling Analysis.	
Gorvin	5 1 10 1
Baker	10 4 11 2
Lumble	5 1 18 1
Dunkley	4 0 15 2
Nihil	2 0 3 0
Lawrence	2 4 1 1

LAWN BOWLS.

LEAGUE LEADERS DEFEATED.

The Lawn Bowls Association of Hongkong played off three out of four league matches on Saturday. The fourth had to be postponed owing to the rain of the previous night having spoiled the ground for play. The outstanding feature of Saturday's games was the defeat of the league leaders, Taikeo No. 2, by the Taikeo No. 1 team. Their defeat does not alter their position in the league as they still have a match in hand and have the same number of points as the Kowloon Dockers R.C. (second in the league). Another noteworthy victory was that of the Kowloon Cricket Club over the Police. The Bowling Green Club had no difficulty in disposing of the Civil Service men.

The following are the results of the matches:—

CIVIL SERVICE C.C. v. KOWLOON R.C.C.
This match was played at Happy Valley and resulted in a win for the Kowloon Bowling Green Club by 60 points to 54. Scores:—

CIVIL SERVICE C.C.	
Flegg	Harvey
Alderman	Hamilton
F. Allan	Guy
A. B. Allan (S.)	13 W. Russell (S.)
31	
Massey	Kynoch
Smith	McKay
Murphy	Hall
Hill (S.)	16 Crawford (S.)
10	
Hall	Barr
Knott	Brown
Taylor	Whitley
Pathyjohns (S.)	25 Farrell (S.)
10	
Total	51
Total	60

KOWLOON C.C. v. POLICE R.C.
The Police were defeated at Kowloon by 71 points to 62. Scores:—

KOWLOON C.C.	
Davidson	J. Clark
Goldenburg	Taylor
Nicholls	D. Clark
Hyde (S.)	24 Ogg (S.)
22	
Davis	Gerrard
Purves	Grant
Query	Went
Gibson (S.)	24 Muir (S.)
12	
Comley	Robertson
Cochrane	Knight
Tacchi	D. Reid
Stevens (S.)	23 Grimmett (S.)
28	
Total	71
Total	62

(Continued at foot of next column.)

LUSITANO CLUB.

ANNUAL AQUATIC SPORTS IN V.R.C. BATHS.

After a number of postponements due to inclement weather, the Lusitano Recreation Club succeeded in holding its annual aquatic sports in the Victoria Recreation Club swimming pool on Saturday.

The programme of events was well made up, and an enjoyable afternoon's sport was witnessed. The entries were good, and the events keenly contested.

A good programme of music was discoursed by the Brunswick Studio Band during the afternoon, adding greatly to the enjoyment of all present. The attendance was a large one.

After the racing, prizes were distributed to the winners by Miss e. Castro, daughter of Senhor Antonio Luis Cerveira de Albuquerque e Castro, Consul-General for Portugal in Hongkong.

The Committee responsible for the day's excellent arrangements was as follows:—

President, Mr. J. C. Barretto; Hon. Secretary, Mr. M. F. Baptista; Hon. Treasurer, Mr. F. L. Silva; Messrs. A. V. Barros, A. J. V. Ribeiro, P. A. V. Vunovich, S. A. Mares, A. A. Alves, G. A. Carvalho, and J. R. Soares.

Results:—
One Length Handicap for Boys Under Twelve.—1. A. A. Guterres, 22.1-seconds; 2. R. Noronha, 20.2-seconds.

Two Lengths Handicap for Boys from 12 to 15 years.—1. C. Noronha, 41.4-seconds; 2. G. Noronha, 34.2-seconds.

Long Plunge.—1. L. C. R. Souza, 5ft. 10in.; 2. E. de Souza, 4ft. 9in.

Two Lengths Handicap for Boys Under 12 years.—1. E. Alves.

Four Lengths Handicap for Boys from 12 to 16.—1. L. R. Pereira; 2. C. Figueiredo.

100 Yards Club Champion-ship.—1. E. A. Noronha, 63.2-seconds; 2. A. A. R. Botelho, 65.2-seconds.

Two Lengths Handicap, Final.—1. B. Alves, 22-seconds; 2. C. M. Xavier, 32.2-seconds.

One Length Breast Stroke Handicap for Boys Under 12.—1. L. Barros; 2. A. A. Guterres.

Two Lengths Breast Stroke Handicap for Boys From 12 to 16.—1. R. Rozario, 47.2-seconds; 2. H. Remedios, 48.1-seconds.

High Dive.—1. E. A. Noronha; 2. F. M. R. Pereira.

Team Race.—B. Assumpcao's team.

ANOTHER ATTACK ON WAICHOW.

The following is from Saturday's Canton Daily News:—

Dr. Sun Yat-sen arrived at Peking from Sheding on the 19th inst. He has instructed the Constitutional forces to start another general attack on the enemy troops at Waichow and expects to capture that city before the coming Mid-autumn Festival, which falls next Tuesday.

The number of Constitutional soldiers now stationed in the vicinity of Waichow is estimated at more than 30,000. These soldiers are under the command of General Liu Chin-wan, Lu Yuk-sung, and Chen Tin-tai. Five 15 centimetre cannons were recently installed on the Fei Ngo Hill, opposite Waichow. The artillery on the Hill fired several times into the city on the 19th inst. and destroyed a portion of the city wall, which is very strongly built.

A spy of the enemy was arrested near Shaking by the administrative soldiers there. He was sent to the Headquarters pending trial.

TAIKOO NO. 1 v. TAIKOO NO. 2.

Taikoo No. 2—the leaders of the league—were defeated by Taikoo No. 1 by nine points. Scores:—

TAIKOO NO. 1.	
Grimes	Leung
Muirhead	Baker
Young	G. Morrison
Ferguson (S.)	31 MacLaughlan (S.)
18	
Mackintosh	Amery
Grimshaw	O'Brien
Weir	Jas Sloan
Wotherspoon (S.)	18 Wallace (S.)
17	
Whyte	McLeod
Lillierup	Mitchell
J. Russell	Holland
Hamilton (S.)	18 D. Morrison (S.)
23	
Total	57
Total	68

The match between Kowloon Dockers R.C. and Craigengower C.C. had to be postponed, the ground being too wet for the match to be played.

LEAGUE TABLE TO DATE.

F. W. L. T. F. A. G. U. D.	
Taikoo N. 2.	11 3 2 15 702 570 120
K.D.R.C.	12 9 3 18 748 606 143
Taikoo No. 1.	13 9 1 18 838 707 131
K.B.G.C.	12 7 5 14 712 668 48
Police R.C.	13 6 7 12 759 789
Kowloon C.C.	13 4 9 8 705 810
C.C.C.	13 3 10 6 731 723
C.B.C.C.	13 3 10 6 666 308

KOWLOON CRICKET CLUB.

SUCCESSFUL ALFRESCO CONCERT.

It is estimated that considerably over 300 people attended the al fresco concert on Saturday night at the Kowloon Cricket Club in aid of the Japanese Relief Fund.

The function was an unqualified success, reflecting great credit upon the organizers—the Committee of the Club. Assisted by many members of the Club, the Committee converted the immediate vicinity of the pavilion into a pleasure resort, recalling memories of happy hours spent at holiday resorts at home, listening to a

freedom band concerts under the glow of a bright moon and amid a fantasy of coloured lights. It was such a night on Saturday. A bright moon shone and as one sat in the peaceful calm lulled into a dream-mood by the sweet strains of the Band the opening bars of that fine-old quartet—"Lovely night-peaceful night"—inevitably came to mind.

The entrance to the Club ground was picturesque. Loops of coloured lights—red and green (the colours of the Club) lighted the way to the pavilion, which was also outlined by coloured lights. The platform in front of the pavilion had been artistically turned into a concert stage, the seating accommodation being arranged immediately in front, whilst to the left of the stage an area had been reserved for the Band of the King's Regiment, which had been engaged for the occasion by kind permission of Col. Blake. Two refreshment bars were set up at convenient distances from the pavilion, and these did a brisk trade, especially the one where pig's trotters and pork pies could be obtained. Many members of the Club had to assist the Chinese staff in attending to the wants of patrons.

The concert itself was very enjoyable and the long programme was completed just before midnight. One artist failed to put in an appearance—Mr. I. A. Zelenky—who, we regret to state, is not yet quite recovered from his illness. The Band, under the able conductorship of Mr. H. D. Holmesley, dispensed a delightful programme of music, a highly appreciated item being its rendition of "The Women of the Guard." The other artists were: Mr. J. Harris, Mrs. Otto Kongsing, Mrs. H. L. Lockhart, Mr. Bert Burrows, Mr. L. D. Martyn and Mr. H. G. Annis.

Of the serious pieces in a delightfully varied programme the duet, "Home to our Mountains," by Mrs. Lockhart and Mr. Annis was especially pleasing and elicited the heartiest applause, whilst Mr. L. D. Martyn and Mr. Bert Burrows whose contributions were in the lighter vein evoked the greatest enthusiasm. Some conjuring items by an Indian named Fakir Hoosain were watched with great interest. The accompanists during the evening were Mrs. R. Pestonji and Mr. C. C. Dance.

MURDER AT SHAM SHUI PO.
A man named Cheung Po, of No. 274, Des Vaux Road, Central, was fatally stabbed in Nam Cheong Street, Sham Shui Po, on Saturday, at 7 p.m. His assailant made off in the direction of Lai Chi Kok Road. He is described as being a man of about 35 years of age and at the time he was dressed in a black cotton jacket. The police on Saturday night and yesterday made a thorough search for him, but up to yesterday no arrest had been made. The victim of the attack died in hospital at 10 p.m. on Saturday night.

COMPANY REPORT.

THE DOUGLAS STEAMSHIP COMPANY, LTD.

The Report for presentation to the shareholders reads:—

The General Managers beg to submit to the shareholders their report on the fortieth year's working of the Company ended June 30th, 1923.

In spite of the continued dislocation of trade at the coast ports due to the Military operations being carried on, there has been a fairly steady amount of cargo shipped both inwards and outwards, including rice, flour, etc.

After paying all running expenses, docking charges, premia of insurances, allowances for leave pay and pensions of the floating staff, also writing off the value of steamers and properties the equivalent of 8 per cent., \$98,500, there remains a balance on profit and loss account of \$192,171.83 which it is proposed to deal with as follows:—

To pay a dividend of 12 per cent. (\$6 per share) \$120,000.00
To transfer to reserve fund. 72,171.83
\$192,171.83

Annual General Meeting.—We propose to alter the date for the annual closing of the books of the Company to December 31st, each year as being a more convenient date.

The next report and accounts issued will be for the term of six months only. Consulting Committee.—There have been no changes in the Committee during the year, which consists of Messrs. D. G. M. Bernard, W. E. Clarke and the Hon. Mr. A. O. Lang, who retire but offer themselves for re-election.

Auditors.—The accounts have been audited by Hon. Mr. A. R. Lowe and Mr. C. Bernard Brown. Messrs. A. R. Lowe and C. Bernard Brown retire but offer themselves for re-election.

"ROMANCE" AT THE THEATRE ROYAL.

The Forbes Russell Comedy Co. opened a short season very successfully at the Theatre Royal on Saturday night.

The play deals with the love of a young actor for an operatic star, who returns his affection. Unfortunately, the lady's past has not been spotless, and, though the Rector is ready to forgive a slip in early youth in which his sweetheart confesses, he is prostrated on learning from her lips that the scandal which has linked her name with that of his old friend "Van Tuyl" is not without foundation. The lady, however, is no vaunter, and her great love for the rector transforms and transfigures her. When, later that night, "Van Tuyl" proposes that she should go away with him he finds her determined never to reopen the past. Again, when the Rector in his distress, calls to say farewell and is so carried away by his passion that he is ready "to go to the devil," it is the poor heart-broken prima donna who recalls him to a sense of duty by pointing out that she has now reached a great crisis in her life and it is for him to help her to save her soul.

There is a prologue in which the Rector, now an aged Bishop, is receiving coldly the announcement of his grand-son's intention to enter into a hasty marriage with an actress, and is met with the usual taunt that age lacks understanding of and sympathy with youth. He, therefore, recounts the experience of younger days, and in the epilogue we see him, softened by the tender memories he has recalled, giving his consent to his grand-son's marriage and promising to officiate at the ceremony. Shortly afterwards, his granddaughter, reads to him from the day's paper the announcement of his old sweetheart's death at her villa on Lake Como, and, to the strains of "Mignon," the character which the prima donna has made famous, the curtain falls on the old Bishop sitting alone in prayer.

From this brief outline it will be realised that the play contains several powerful situations, and these were made the most of by the Forbes Russell Company. The principal roles—that of the fascinating childlike, petulant, and generous-hearted "Mme. Margherita Cavallini," the operatic star—was sustained by Miss Mina Lewis with great charm, vivacity and dramatic skill. As the young Rector, Mr. Guy Buckley ably portrayed an earnest, unconventional and ingenious character which was capable in moments of stress of revealing undreamed of depths of feeling and fire. The good-natured man of the world "Cornelius Van Tuyl" was excellently impersonated by Mr. Beresford Lovett. The rest of the cast, also, was adequately filled.

WOMAN'S PLUCKY ACTION.

EXCITING ROBBERY IN YAUMATI.

At about 1.45 p.m. on Friday afternoon, two men, one brandishing a revolver, rushed up the stairs of No. 106, Portland Street, Yaumati. They attacked the inmates, bound them and gagged them, and were then joined by four other confederates. Before they had time to set about the work of collecting loot, however, one of the women managed to get free from the clutches of one of the men and she rushed into the street and gave the alarm. Although a police cordon was very soon set round the house, the robbers escaped, and up till the time of writing no arrests have been made.

DOCK STRIKE EFFECTS.

The following ten ships consigned to London were diverted to the Continent, because of the impossibility of unloading at London owing to the recent strikes:—The *Adriatic*, *Madagascar*, *Dava*, *Maru*, and *Esmeralda*, to Rotterdam; the *Star* and *Teceras*, to Amsterdam; and the *Kiluan*, *Maru*, *Hurpa Maru*, and *Kama Maru*, to Antwerp.

Now that the strike is over, the *City of Singapore*, homeward bound, having broken down in her machinery, has been towed into Antwerp, instead of London. "Owing to the ship repairs," strikes the captain is repaired here. "How can British trade survive much longer?" ask Messrs. Davies and Harris.

A PERFECT REFRIGERATOR

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THE "CRYSTAL"

IS MADE OF

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NO CRACKING SIDES.

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Per bottle, including duty	\$ 2.00
" 1/2 "	1.25
" case "	24.00

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CLEARING SALE OF HAWAIIAN RECORDS.

\$1 EACH.

1812—Hilo March. Kohala March.	2313—Everybody Hula. Lei No Kahu Hui
2672—Hawaiian Freezes. Kawala Waltz.	2314—Pua Canation. Pu'akiko Blues.
2614—Maria, Mari. Funicula.	2023—Nanea Kae. That Ukulele Band.
2374—Arabian Dreams. Somewhere in Hawaii.	2077—Medley of Hulas. Wai Lululu.
2509—O Solo Mio. My Hawaii.	2509—Medley Flava Melodies. Kai Kahio Medley.

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Powell Ltd.

JUST ARRIVED.

NOVELTIES

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WOOLLEN MATERIALS

ALSO

LADIES' SHOES.

NEW ADVERTISEMENTS

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL

Issue of 50,000 Shares of the Nominal Value of \$10 each (\$5.00 Paid-up).

NOTICE IS HEREBY GIVEN that the THIRD CALL of \$2.50 per Share on each of the 50,000 Shares allotted on the 21st day of NOVEMBER, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation, in Hongkong, on the 15th day of OCTOBER, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 14th October, both days inclusive.

For and on behalf of the Hongkong Engineering and Construction Co., Ltd.,

S. COURTNEY COOK,

Secretary.

Dated the 21st day of September, 1923. [1332]

A. O. LINE "CHANGSHA"

S.S. YOR 33 N.

STRANDED S.E. of SANDAKAN 20th/23

CONSIGNEES of Cargo on above Steamer are hereby notified that a General Average has been declared in respect of the above Voyage of this Steamer and that they will be required to pay a deposit of 50% on the C.F.I. and F. value of their Cargo and to sign an Average Bond at the Office of the Underwriter before delivery can be granted. Salvage Cargo is expected to arrive at Hongkong per "NANCHANG" due about 6th October.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.),

Agents.

AUSTRALIAN ORIENTAL LINE.

[1336]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NELORE"

ARRIVED HONGKONG ON 22ND SEPTEMBER, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, PORTSAID, ALEX, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, 22nd September, 1923. [137]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARP, HENRISSER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 21st OCTOBER, 1923 (both days inclusive).

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 24th prox.

By Order of the Board,

E. COCK,

Acting Chief Manager.

Hongkong, 17th September, 1923. [1317]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on FRIDAY, 27th day of OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 24th October, 1923, both days inclusive.

By Order,

M. MANUK,

Secretary.

Hongkong, 19th September, 1923. [1327]

TO LET.

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Apply

UNION INSURANCE SOCIETY OF CANTON, LTD.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATIONS

NOTICE OF REMOVAL

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

HONGKONG ST. ANDREWS SOCIETY.

THE ANNUAL GENERAL MEETING of MEMBERS will be held in the City Hall on FRIDAY, 24th INST., at 5.45 P.M.

By Order,

D. K. BLAIR,

Hon. Secretary.

Hongkong, 17th September, 1923. [1324]

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, DES VOUX ROAD CENTRAL, on TUESDAY, the 2nd of OCTOBER, 1923, at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, 13th September, 1923. [1311]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—

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HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,

D. K. BLAIR,

Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1397]

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Revised by the Members.

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TUNERS.

DEATH.

HONGKONG.—At San Francisco, on Sept. 14th, LILY F. HUGHTON (Mrs. C. HUGHTON), late of Shanghai.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 24th, 1923.

INTER-IMPERIAL TRADE PROBLEMS.

For years, and especially since the war, we have been hearing a great deal concerning the need for the development of our inter-Empire trade. We have a far-flung Empire on which "the sun never sets." The experience of the Great War dissipated the fog of doubt raised by our enemies as to the loyalty and the solidarity of the Empire, and since then the desire for still greater consolidation on the basis of trade relationships has been constantly finding expression. An Imperial Economic Convention is shortly to be held, and with this object in view a number of inquiries have been addressed to the leading industrial organisations of the Empire in order that the discussions at the Convention shall be of the most practical character. A valuable memorandum has been prepared by a Committee of the Chamber of Shipping and the Liverpool Steam Ship Owners' Association which goes to the root of the whole matter. The Committee point out that British shipowners, as overseas carriers, have a direct business interest in the development of Imperial resources. If waste of carrying power is to be avoided, the ship must, they continue, be able to secure both outward and inward cargoes. Therefore, from the point of view of the shipping industry, the aim and object of all steps taken to assist in the creation of new markets within the Empire must be the ultimate establishment of trade on an economic basis. No part of the Empire, the Committee say, can permanently avail itself of any increased power to produce and export unless it is able and willing to

accept imports in exchange, just as no shipowner can give the best service at the lowest freights on a voyage with cargo outward to a port from which it is hopeless to look for a return cargo. As to the nation at large the problem of the development of Imperial resources is, to the shipping industry, mainly centred round the marketing of the manufactures and coal produced in Great Britain. Apart from services, the nation has only such manufactures and coal to offer in exchange for the food and raw material it needs, and they are the only available outward cargoes for the ships. The coal shipments alone, the Committee states, represent about 50 per cent. of the total of the outward cargoes shipped from Great Britain, and the Empire is the buyer of only about 4 per cent. of such coal, as the Dominions generally have their own supplies. The shipment of Great Britain's manufactures is limited both by the consuming power of the inhabitants of the Empire, and by the tariffs imposed by the Dominions. There is reason to fear, the Committee say, that in the near future similar tariffs will be imposed by India. The preferences given under those tariffs are designed to give to Great Britain the first chance of supplying such manufactures as the Dominions are ready to admit, but not to increase the import of manufactured articles. Their import is deliberately limited with the object of making the Dominions self-contained. When discussing the development of Imperial trade, the Committee write:—"The great difficulty in the way of the development of Imperial trade is the belief of the Dominions that it is possible for them to be only sellers. The preference given by Australia and Canada may possibly make it a little less difficult for us to buy their wheat, meat, wool, and timber, but there is nothing that we can do that will overcome the restrictions imposed by the Australian and Canadian tariffs on our power to sell and therefore to buy. If the preference granted by Australia or Canada were withdrawn, our power to buy would be further diminished. If by granting preferential duties in Great Britain on particular commodities we give Australia and Canada the first chance of selling to us, the difficulty in regard to payment by us is only increased as their sales to us are increased. We cannot expect the free development of Imperial trade, so long as Dominions' tariffs hinder the free exchange of our manufactures against their food and material." That is the crux of the whole question. Nothing can be gained by stimulating the Dominions to increase their sales to the Mother Country of the food and raw material they produce, unless they are prepared to send it in exchange, directly or indirectly, for something which it is within the power of the Mother Country to produce. That is the problem for which a practical solution will need to be found by the Imperial Economic Convention and the discussions on the subject should make very interesting reading.

Sir Pomeroy Burton has left London for an extended tour in the Far East. Mr. and Mrs. Evelyn Toulmin have left for a tour in India and China. The name of Mr. A. G. P. has been added to the Colony's list of authorised architects. Commander R. E. Worthington returned to the Colony from Japan yesterday by the B.I. steamer Tania.

The R.M.S. *Empress of Russia* is due here at 1.30 p.m. to-day (Monday) and will berth at Pier No. 5, Kowloon Wharf. The Hongkong Engineering and Construction Co., Ltd., give notice of a third call of \$2.50 per share, payable on Oct. 15th.

Prosecuting solicitor at the North London Police Court: Eggs inside the shop were marked "Fresh." They came from China.

A general average has been declared in respect of the *Changsha's* cargo. A notification appears among to-day's advertisements.

The silk which left by the P. & O. s.s. *Kashmir* on August 22nd was delivered in Marseilles on September 22nd, a transit of 302 days.

The forthcoming wedding is announced of the Rev. Howard Sinclair Bailey, of St. Paul's College, Hongkong, to Miss Ella Margaret Rider, of No. 59, this Peak.

Sir Roderick Jones, chairman of Reuter's and Lady Jones are going to Canada, and thence proceed to Japan, Java, and India, returning to England in the spring.

Among the passengers of the *Empress of Canada* which left on Saturday for Vancouver, via Shanghai and Japan ports were Mr. G. M. Young, Mr. H. Percy Smith, Mr. J. H. Taggart, and Mr. F. H. Bagbird.

A cable to the Nippon Yusen Kaisha from their Kobe office advises that the *Tango Maru* sailed on the 21st inst., with 183 refugees on board, and the *Tango Maru* also sailed on that day with 31 Chinese refugees on board.

The engagement is announced from Weihaiwei of Lieut. Morice Blood, R.N., of H.M.S. *Tithonus*, younger son of Dr. and Mrs. Blood, of Birkenhead, England, and Miss Doris Lavers, daughter of Mrs. Lavers and the late Mr. P. F. Lavers.

As a great many business firms in Canton have not yet applied to be licensed, a number of prominent business men have been asked to assist the authorities in securing obedience to the order, and remuneration has been promised them on a scale of three per cent. of the licence fees they collect.

Major-General Ventris, C.B., who is the Hon. Colonel of the Essex Territorial Regiment on August 5th officially inspected the 161st (Essex) Infantry Brigade, comprising the 4th, 5th, 6th and 7th Territorial Battalions of the County. General Ventris expressed his pride at the appearance of the Battalions.

Admiral Frocht is mentioned as the commander of the reconstituted French Far Eastern Naval Division, to consist of two large armed cruisers, light craft, minelayers, flotilla of destroyers, and two squadrons of submarines. The *Jules Ferry* and the *Victor Hugo* have been ordered to proceed to an unknown destination, believed to be the Far East.

According to advices reaching Manila 83,362 tons of sugar were destroyed in the catastrophe in Japan, and "four refineries, one-third of the total refining capacity with a total capacity of 600 tons, were burned." A San Francisco cable states that the Western and other refining companies on September 11th announced a 15 cent. increase in the price of refined sugar.

WEDDINGS.

A SHANGHAI WEDDING.

A pretty wedding ceremony was celebrated by the Very Rev. C. J. F. Symonds in Holy Trinity Cathedral, last week, when Miss Margaret Olwen Grant, daughter of Mr. and Mrs. J. B. Grant, became the bride of Mr. J. Scott Finn, M.C., son of General H. Finn, C.B., and Mrs. Finn. The bride, who was given away by her father, wore a charming creation of white crepe marocain, trimmed with orange blossoms, which also fastened the long veil. She carried a shower bouquet of white carnations and lilies. The bridesmaid, Miss Lucy Sanders, wore lavender georgette over pale pink charmeuse and carried pale pink carnations. The bride's mother, Mrs. Grant, wore beige crepe-de-chine, with a brown hat, and carried copper coloured chrysanthemums.

Mr. Frank Powell acted as best man and the ushers were Messrs. W. E. Souter and A. B. Thomson. The bridegroom, who is connected with Messrs. Jardine, Matheson & Co., Ltd., served during the war in the Royal Artillery, attained the rank of Major, and was awarded the Military Cross. Among the many beautiful presents received were a handsome silver tea service and silver suitably inscribed, presented by his colleagues in the Jardine Engineering Corporation, Ltd., Shanghai Office.

A WEDDING AT PEKING.

A military wedding took place at the British Legation Chapel on September 14th, when Miss Genevieve Bowyer became the wife of Capt. L. T. Field, R.A.S.C. The bride, in white satin and georgette, with lace veil, was accompanied by her maid of honour, Miss Lucy Parkhurst, in blue georgette trimmed with pearls, and her two bridesmaids, Miss Helen Vansant in pink georgette and Miss Nelson in lavender. The bride carried a great cluster of white roses, as did the maid of honour; while Miss Vansant and Miss Nelson carried old-fashioned bouquets. Captain Milne was best man and Captain Woodbridge and Spears, the ushers. Captain Field and his fellow-officers were in full military dress. Adding a further military touch to the wedding, Colonel Dunlop, Commandant of the American Legation Guard, gave the bride away.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SINGAPORE NAVAL BASE.

"A CONTRACTORS' PARADISE."

London, September 22nd. Outspoken condemnation of the Singapore project appears in *Blackwood's Magazine* by Col. Repington, declaring that the site does not provide the necessary area, a well-protected water space, nor security of food to the industrialised population; complaining of inadequate depths, especially in the western approaches, which are barred by sandbanks, while the new base is "outside the existing defences, and thereby exposed to attack from that side facing the mainland, if a force lands there. 'The only thing that can be said of the site is that it is the most unsuitable imaginable. It will be a paradise only for contractors.'

CHAOS IN CHINA.

INTERVENTION BY WESTERN POWERS MAY BE NECESSARY.

London, September 22nd. Dealing with Chinese chaos, the *Daily Telegraph* says that the world expects stronger action from China than the promulgation of pious and fatuous resolutions. The newspaper is of the opinion that it is clear that the Western Powers will be compelled to take action at no distant date.

[BY COURTESY OF THE "DAILY BULLETIN."]

COLTMAN INDEMNITY PAID.

Peking, September 21st. The Government, yesterday, paid over the indemnity amounting to U.S. \$25,000 for the murder of Mr. Colman, and the case may now be considered as settled.

"RUN" ON SOUTH SEA BANK.

Peking, September 21st. This morning the local agencies of the China and South Sea Bank paid out nearly \$200,000 in the course of a "run," which is variously ascribed to the activities of the anti-Government propagandists in the hope of embarrassing the Government, and rendering the latter unable to tide over the festival, knowing that Chang Hu yun, to-day or to-morrow, to sign the loan agreement with the representatives of the South Sea, Indu, Ching Cheng, and the salt bank. On the other hand, it is suggested that the "run" was inspired in official circles in order to induce the aforementioned banks to make the desired advance.

DEPRECIATION OF COPPER NOTES.

Peking, September 21st. The Chamber of Commerce and other public bodies have drawn the attention of the Government to the grave situation arising from the depreciation of copper notes, and have requested that a remedy be found. They demand the punishment of Chang Ying Hua, who is held responsible for the over-issue of these notes, failing which the people will take the matter into their own hands.

NEW LEGISLATION.

TWO MORE BILLS.

At next Thursday's meeting of the Legislative Council two more Bills are to be introduced. One is intitled An Ordinance to make better provision for the prevention of fire in premises where raw celluloid, or cinematograph film is stored or used. The Attorney-General, in the "Objects and Reasons" attached to the Bill, says that a recent fire in the Colony showed that this legislation is necessary. The Bill does not apply to cinematograph theatres, which are dealt with under Ordinance No. 22 of 1919.

A Naval writer in a Home paper says:—"Owing to the lack of housing accommodation at Hongkong, the Admiralty point out that it is desirable for an officer, on certification of appointment to that rank, to communicate with the head of his department at Hongkong giving full particulars as to the number of family and age of children (if any) who will accompany him, in order that arrangements may be made, if possible, for suitable accommodation appropriate to the emoluments of his rank. It should be observed, however, that the available accommodation for Europeans of whatever rank is generally at about the same level of cost, and offers but little range of choice."

THE "BODENMARK." GERMANY'S NEW CURRENCY.

BRITAIN AND FRANCE.
"NO CONFLICT OR DIVERGENCE OF PURPOSE"
AN ALBANIAN FRONTIER INCIDENT.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE "BODENMARK" GERMANY'S NEW CURRENCY.

BERLIN, September 22nd.
The Bill for the creation of new currency provides for the establishment of a currency bank by agriculture, industry, trade and commerce including the transportation and banking world and property owners.

The new money will be called "bodenmark." The bank will be independent of Government intervention and its capital, which will be tax free has been fixed at two thousand four hundred million bodenmarks.

The bodenmark will consist of a hundred boden pennings, and one bodenmark will be worth 0.358 grammes of fine gold.

The bank has been authorised to grant loans to the Reich during the next two years in bodenmarks, up to two milliards, and after two years the bank will be liquidated.

The Reich will forthwith receive from the bank a loan, free of interest, of three hundred million bodenmarks, with which Treasury Bills discounted by the Reichsbank will be redeemed, while the Reichsbank on its part will buy back against bodenmarks the Reichsbank paper money in circulation.

EARLIER CABLES.

BERLIN, September 21st.
The Reichsbank is arranging to issue one milliard mark banknotes. Metal prices are so high, that a number of shops are offering dog's flesh.

LATEST CABLES.

ITALY AND GREECE.

STORMY INTERLUDE ON ALBANIAN FRONTIER.

PREVEZA, September 21st.
A stormy interlude occurred while the Allied Mission investigating the Janina murders was at the Albanian frontier post Kakavia.

An Italian delegate endeavored to pass a party of armed Carabinieri into Greek territory for the purpose of maintaining a courier service between Janina and Italy, also to safeguard personal security, but the Greeks protested that the proposal was another invasion of their sovereignty.

A menacing situation developed when, last night, when the Japanese chairman's intervention resulted in the soldiers being ordered to return to Valona.

ROME HONOURS THE JANINA VICTIMS.

ROME, September 22nd.
The obsequies in honour of the victims of the Janina massacre were of a most imposing description.

A number of Royalties, Signor Mussolini, members of the Cabinet and members of Parliament were among the assemblage which awaited the arrival of the remains at the station, where they were placed on gun carriages at the head of a great procession to the Church of the Holy Apostles.

There were enormous crowds in the streets, and business houses closed as the cortege passed, while people pulled flowers from housetops, balconies and aeroplanes in the funeral procession proceeded along the Via Nazionale.

Diplomatic representatives were present at the church service which was celebrated by the Court Chaplain.

The bodies of the victims were subsequently conveyed by train each to his native place.

LATEST CABLES.

GREAT BRITAIN AND FRANCE. SPECULATIONS REGARDING THE MEETING OF THE TWO PREMIERS.

LONDON, September 22nd.

It is expected that Mr. Baldwin will next week acquaint his colleagues of the results of his interview with M. Poincare.

While no dramatic developments are to be expected, it is pointed out that something of the greatest importance has been achieved; namely, the re-establishment of mutual confidence between the heads of the two Governments. So long as doubt and suspicion existed these was but little chance for an economic or political settlement in Europe.

It has now been established that there is no conflict or divergence of purpose between the two Governments. Their common objects are to obtain reparations from Germany and to restore the economic life of Europe.

It is pointed out that developments in Germany may automatically remove some of the issues which have tended to complicate Anglo-French relations.

Cordial comments made by the French and Belgian Press are greatly appreciated in London and the change in the atmosphere is bound to assist materially any further interchange of views.

EARLIER CABLES.

HOPES OF A REPARATIONS SETTLEMENT.

LONDON, September 21st.
Mr. Baldwin and party arrived at Victoria. The Premier declined to make any statement.

LONDON, September 21st.

Reuter states that while most gratified at the cordiality of the French Press, well-informed circles in London are very cautious in expressing an opinion with regard to the outcome of the Baldwin-Poincare interview, pending further details, but it is suggested the communique issued at Paris may mean that M. Poincare has definitely dissipated British suspicions with regard to the ultimate objects of the French occupation of the Ruhr. As regards a suggested that an Inter-Allied reparations conference may shortly be held, it is felt that if the preliminary conversations went well, undoubtedly that would be the next step, but much clearing of the ground would be necessary previously. The Premier will also undoubtedly wish to obtain the views of the Dominion Premiers on reparations, as such a step would strengthen his position considerably.

LATEST CABLES.

IMPERIAL CONFERENCE.

CANADA'S CORDIAL RELATIONS WITH MOTHER COUNTRY.

QUEBEC, September 21st.

In a speech prior to leaving for London, the Premier, Rt. Hon. W. M. Mackenzie King, declared that he was privileged to go to the Imperial Conference without a single grievance, and he could say that Canadian relations with Britain and all parts of the Empire are of the best.

Canada has no question to raise at the conference and does not desire any change in the constitutional relationship with Great Britain.

He emphasised that this was far from an attitude of indifference, and as long as the present happy conditions prevail friends of Canada and friends of the British Empire need have no concern for the future of either.

LATEST CABLES.

NATIONAL TRIBUTE TO DUTCH ROYAL FAMILY. PRESENTATION CEREMONIES AT DELFT.

DELFT, September 22nd.

The ceremony of the presentation of a national tribute to the Queen, Queen Mother and Princess Juliana, consisting of the restoration of the chancel of the chief church in Delft, was held in the presence of Ministers, Princes of Java and Dr. Engelburg, special envoy from South Africa.

The Queen, in replying, referred particularly to those residing overseas who had contributed to the gift, and to the guests representing those of the same stock.

BIDS FOR BATTLESHIPS.

U.S. GOVERNMENT DISARMAMENT PLANS.

NEW YORK, September 22nd.

The Government is inviting bids for twenty-one battleships and cruisers which were scrapped under the disarmament treaty. Six of these will be sold on October 25th; namely, the *South Dakota*, *Indiana*, *Maine*, *United States*, *North Carolina* and the *Constitution*.

NEW YORK PRESSMEN'S STRIKE.

APPEAL BY UNION PRESIDENT.

NEW YORK, September 22nd.

Following a refusal by most of the strikers to resume under the auspices of the International Pressmen's Union, the President of the Union appealed to all members of the local union throughout the country to come to New York forthwith and man the presses. He announced that all expenses would be refunded and lost time compensated.

STRIKERS ELIMINATED.

NEW YORK, September 22nd.

The Publishers and the Pressmen's Union have signed a contract eliminating the strikers.

CONCESSIONS GRANTED TO PRESSMEN.

NEW YORK, September 22nd.

The contract gives the Pressmen an increase of three dollars per week, a forty-five hour week for day workers and forty-one hours for night workers.

EARLIER CABLES.

NEW YORK, September 21st.
A joint Committee of publishers and the International Pressmen's Union has been appointed to make arrangements whereby the Union can fill the strikers' places.

LATEST CABLES.

WORLD OF SPORT. CHAMPION RACE HORSE OF THE WORLD.

PAPYRUS SAILS TO COMPETE FOR TITLE.

SOUTHAMPTON, September 22nd.

Papyrus, accompanied by his stable companion Bar Gold, sailed on the Cunard liner *Aquitania* for America this afternoon. The question of a jockey has not at present been decided.

MARSTON WINS U.S. OPEN AMATEUR GOLF CHAMPIONSHIP.

CHICAGO, September 22nd.

Max Marston beat Sweetser (the holder) in the final of the American Open Amateur Golf Championship at the thirty-eighth hole.

THE SEMI-FINALS.

In the semi-final Sweetser beat Gardner by 8 and 7; Marston beat Oimmet by 3 and 2.

CHINA WINS FOURTH AUSTRALIAN TEST MATCH.

SYDNEY, September 22nd.

In the fourth test match China defeated Australia by 3 goals to one.

OBITUARY.

MR. C. HARVEY DIXON.

LONDON, September 22nd.

The death is announced of Mr. C. Harvey Dixon, Conservative member of the House of Commons for Rutland.

MR. DAVID HENDERSON.

LONDON, September 22nd.

The death is announced of Mr. David Henderson, at the age of eighty-three, formerly Engineer-in-Chief to the Chinese Maritime Customs.

LATEST CABLES.

THE EARTHQUAKE IN JAPAN. RECONSTRUCTION COMMISSION'S ACTIVITIES.

TOKYO, September 22nd.

The Reconstruction Commission held its first meeting on September 21st.

It is reported that it has decided on the issue of an edict, empowering the Government to buy and sell building material and daily necessities to the value of one hundred million yen and to prohibit at its discretion the export of the same.

The Authorities are reported to be undertaking an immediate survey of Yokohama harbour with a view to effecting repairs. It is estimated that the expenditure will reach ten million yen.

FURTHER BRITISH DONATIONS.

The Lord Mayor's Japanese Relief Fund has reached £200,000. To-day's donations included one of £550 from the famous dancer Pavlova and £40 from two fishing villages in Cornwall.

MELBOURNE, September 22nd.

The Japanese Relief Fund has reached £200,000.

ARCHBISHOP OF CANTERBURY'S APPEAL.

LONDON, September 21st.

The Archbishop of Canterbury has issued an appeal for the Earthquake Fund.

THE PARIS FUND.

PARIS, September 22nd.

The Japanese fund has reached 475,000 francs.

EPISCOPAL MISSION LOSSES.

TOKYO, September 22nd.

The Anglican and American Episcopal Missions in Greater Tokyo officially report that eleven churches, including Trinity Cathedral and eight institutions including the Tsukiji Boys' and Girls' Schools and St. Luke's Hospital have been burnt down. Fourteen churches and nine institutions have been damaged by the earthquake.

The foregoing list does not include private residences of missionaries and native workers, of which several are known to have been destroyed, nor places outside Tokyo, where the losses are also considerable.

THE "LENIN" INCIDENT EXPLAINED.

OSAKA, September 22nd.

The Japanese Government fully intended to accept the offer of relief supplies from the steamer *Lenin*.

According to a reliable report in the *Mainichi* the Naval Authorities at Yokohama refused permission to unload.

The *Mainichi*, quoting the remarks of a Russian professor from Vladivostok who was aboard the *Lenin* at the time, and who has since arrived in Japan, says that the action of the Authorities was due rather to the indiscreet remarks of a Russian delegate aboard, and to the purpose of the visit, than to a belief in the propaganda aboard.

Regret is generally being expressed here at the incident.

SURPRISE EXPRESSED IN RUSSIA AT JAPAN'S ACTION.

LONDON, September 22nd.

According to Soviet telegraph agency reports from Moscow, the refusal to admit Russian ships to Japan has amazed the workers.

The *Rabotchaya Gazeta* says that Russian workers' organisations will still try to continue relief work.

The *Pravda* declares that the Japanese Government prefers to admit American torpedo boats rather than Russian grain.

EARLIER CABLES.

ITALY MASSING TROOPS. A PRECAUTIONARY MEASURE.

MALTA, September 21st.

Passengers arriving from Sicily describe the huge barracks at Syracuse, where great military activity is proceeding. According to Rome messages to the *Malta Chronicle*, Italy is still massing troops near the Fiume frontier, ostensibly preparing for great autumn manoeuvres, but it is believed with a view to check any surprise attack by Yugo-Slavia.

AMERICA'S CLAIMS FROM GERMANY.

LONDON, September 21st.

Mr. Bonyng, the American agent on the Mixed Claims Commission, interviewed by Reuter on his arrival from Germany, said he believed there would be a complete settlement of the American claims against Germany, which aggregated fifteen hundred million dollars within eighteen months. The Commission's decisions for settling the fundamental principles governing the claims would be handed in at Washington in October.

NEW PRESIDENT OF PORTUGAL.

LONDON, September 21st.

His Majesty's warship *Carysfort* will shortly convey Senhor Teixeira Gomes, the Portuguese Minister to London, who was recently elected President of Portugal, to Lisbon, where he will be sworn in office on October 5th.

SOVIET BANKS FACING A CRISIS.

RIGA, September 21st.

The Soviet Press reports a financial crisis in Petrograd and other cities, owing to the Soviet banks limiting the scope of their operations. Their turnover has fallen twenty per cent. during the past few days.

MARTIAL LAW IN SPAIN.

MADRID, September 21st.

The military Directory has issued a proclamation establishing martial law, and authorising the summary handling of seditionists, saboteurs and other plotters against the welfare of the State.

THE LEAGUE'S LATEST RECRUIT.

GENEVA, September 21st.

The Hedjaz has applied for admission to the League of Nations.

TYPHOON INSURANCE LOSSES.

The following is from a London paper received by the latest mail:

Considering that the typhoon which swept Hongkong on August 18th is described as the worst experienced there since 1906, the effect on the London insurance market promises to be fairly light. Some little time must elapse before underwriters can feel assured that all is known. The losses are not yet ascertained, respecting the *Changsha* a-bore, and the *Helikon*, Manila to Bangkok, overdue. A number of native-owned vessels, the new river steamer *Hang Chow*, and a number of launches and lighters are also ashore, and it will probably be several days before the market has full knowledge of the losses which have been incurred in the typhoon, for goods in lighters and ware-houses are covered under the marine policy after they have been discharged from the vessel in which they were transported. The *Ginga Maru* is expected to be refloated, while the *Chak Sung* has been refloated. This vessel, and the *Loong Sung*, are both covered in London. The insured value of the *Chak Sung* is £102,400, and that of the *Loong Sung* £30,400.

OFFICER'S PAY.

20 PER CENT. DROP IN THE ARMY.

It has been decided that the pay of Army officers shall be reduced next year by about 20 per cent., and it is probable that the pay of other ranks will be cut at the same time.

The matter is now being considered by the Army Council. It is the opinion of Lord Derby, the Minister for War, that "the present rate of pay was fixed at a panic height." He considers that a substantial reduction could be made without affecting the flow of recruits.

In the case of "other ranks" the men now serving will not be affected by the decision of the Army Council. The revised scale will apply only to recruits.

Officers are not so fortunate. It was agreed in 1919, when the present rate was fixed, that there should be a reduction in 1924 if the cost of living fell.

No such condition was made in the case of other ranks.

"RIGHTS OF WAY."

CHANGES THAT THE WAR HAS BROUGHT.

When in the emergency of the Great War the Government had to build huge munition factories, aerodromes and military camps all over the country, the allocation of many popular public footpaths and time-honoured rights of way was necessarily involved. The authority to close such avenues temporarily was in many cases found in the provisions of the Defence of the Realm Act and similar emergency legislative enactments, and now the position in regard to many of them is undergoing review by the tribunal known as the Railway and Canal Commission, which is composed of Mr. Justice Lush (a judge of the King's Bench Division), Mr. Tindal Atkinson, K.C., and Sir Lewis Coward, K.C.

During the past week, writes a legal correspondent in *The Observer*, this body has spent many days dealing with footpath questions, and in numerous cases where the Government are expecting to sell areas so devoted to war equipment or have not yet decided upon their policy the footpath closing orders have been extended to dates in 1924 or 1925.

In other cases, and especially where it has been shown that the Government are purchasing the land and making the camps or aerodromes permanent, the closing orders have been confirmed for all time, though in all cases where it is practicable, alternative routes to old rights of way have been provided. Permanent closing orders have been made at the Howden Airship station in Yorkshire, at the famous Richborough port in Kent, and Minchinhampton in Gloucestershire, the Gretna factory, the Hawking and Biggin Hill aerodromes in Kent, and many other parts of the country.

There were some interesting passages in court when the case of closed rights of way at Gretna Green was discussed. It was mentioned that some of the Scottish side had been permanently extinguished as rights of way by the Dumfries County Council, under the Scottish Roads and Bridges Act of 1878. In regard to the English side none of the public bodies concerned, nor any members of the public, had put in any objection to the closing being made permanent, and Mr. Given, counsel for the Crown, observed that there seemed to be no great anxiety to preserve these ways.

One of the most interesting of the cases related to an old right of way near to which has been built a war factory and buildings at Coventry. The application for permanent closing led to the appearance in court of an old inhabitant, who bewailed the fact that a delightful country walk has gone and the new path provided is fenced with corrugated iron and barbed wire. It was pointed out to him that the actual restoration of the old right of way would involve the pulling down of substantial structures built at great expense, and he was reasonable enough to agree that this was too great a price to pay. "This can never be," said Mr. Auburn, again, he was assured, and the Court mitigated his natural disappointment by thanking him for his attendance and allowing his expenses.

Another case from Coventry concerned a right of way that zig-zags through the actual houses on an estate developed for the munition workers. "I don't think Coventry people will want all the houses pulled down to restore this right of way," commented counsel. "If there is any town in England that benefited by war contracts it was Coventry, and the housing question is a very urgent one there."

FLOTSAM AND JETSAM.

In Germany the Bank rate was raised last month from 18 to 30 per cent.

Attention is being called in Australia to the number of immigrants who try to return to England as stowaways.

At Kew Observatory on July 12th a temperature of 91deg. F. was registered, establishing a new July "record" for the station.

A big programme of public works is being undertaken in South Australia, including an expenditure of £4,250,000 on railways.

German first and second class railway fares were to be increased 300 per cent., third and fourth class 250 per cent., and freight rates 150 per cent. on August 1st.

Various estimates are made of the estate of the late President Harding, ranging from \$500,000 to \$900,000. The recent sale of the *Marion Star* is said to have realised over \$400,000.

The prospects of the French harvest are such that with the addition of supplies from Algeria, there will be enough corn this year for national needs without any importation from abroad.

New works and improvements which are to be undertaken in the Port of London at a cost of about £2,000,000 include an extension of the Surrey Commercial Docks system, and a new dock, lock, and dry dock at Tilbury.

With an average speed of 192.4 miles an hour on the "Gloster" 430 h.p. Napier, Mr. L. L. Carter, last month, won the Asriel Derby Trophy and £200. He surpassed all previous records over the course, which was three times round Outer London, starting and finishing at Croydon.

Railway rates for goods traffic in Great Britain are being reduced from 60 per cent. to 50 per cent. above the rates in force on January 14th, 1920. The four railway groups have submitted to the Tribunal the schedule of standard rates and changes required under the 1921 Act.



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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	30th Sept.	3rd Oct.	SARONG
CELEBES	JAVA	29th Sept.	—	—
RANTAU	JAVA	29th Sept.	—	—
PANDJANG	JAVA	29th Sept.	—	—
TISONDARI	NORTH CHINA	2nd Oct.	4th Oct.	BATAVIA
TJIKARANG	JAVA	6th Oct.	7th Oct.	JAPAN

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S.S. "OUDEKERK" ... 2nd Oct.
S.S. "OUDEKERK" ... 20th Nov.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"KERTOSONO"	Amsterdam, Rotterdam, Hamburg & Bremen	11th Oct.
"OOSTERKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Nov.
"OUDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	5th Dec.

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For KEELUNG via Swatow & Amoy.
S.S. "TAIKWA MARU" ... on or about 4th Oct.

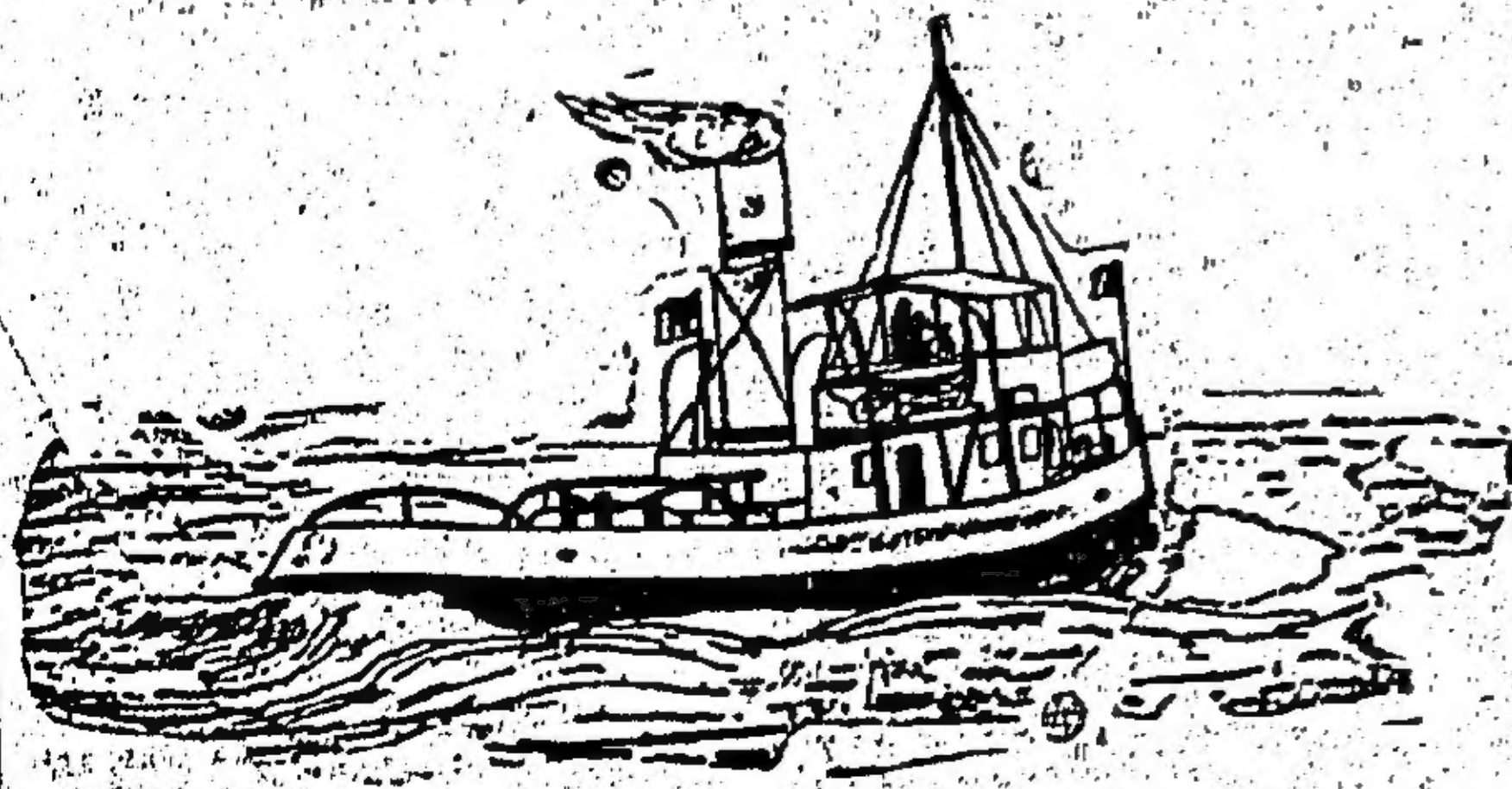
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CRUSOES OF THE PACIFIC HUMAN STORIES OF STRANGE INTEREST.

The Pacific keeps the secret of innumerable human stories of strange and exciting interest. But none of them perhaps is so appealing as the tale which creeps out on a vessel coming into port, of a solitary white man having been found living as a Crusoe on his lonely island.

The tropical Pacific is the ideal sea for such a hermit life. This great and generally calm ocean, says the *Philippine Public Ledger*, is dotted with hundreds of islands, the larger of which, in groups, are inhabited by natives, but the smaller and more isolated ones are lying in a state of nature, and uninhabited at least by any aborigines—in particular, remarkable coral formations that are termed "atolls," in contradistinction to what are called "fringing or barrier reefs," many of which have been settled for centuries by natives.

On such an island, or rather, little group of islets, there lived for a number of years Charles Robertson, a Scotman. In the middle of the ocean, across which your vessel has been moving for weeks, a snow-white circle slowly rises, formed by the waves lashed into foam against a rampart of coral. Outside this circle the dark blue waters of the Pacific, and inside it is a smooth stretch of light green, calm, shallow water, dotted with small islets of sand and soil resulting from the decomposed corals, which branch in myriad forms of beauty and colour on the bed of the lagoon. On them, as well as on the encircling reef where it rises above the breakers, grow the coconuts, pandanus bread fruit, and the rest of the luxuriant vegetation of the South Seas. Such was Palmerston Island, where Robertson lived.

TILL DEATH.

Robertson, like Robinson Crusoe, could not resist returning to the comforts of civilised life; but Thomas Holt, of Robert's Island, thought differently, for he clung to his little kingdom till death took him. Holt, who was an English sailor out of Bristol—a surely "sea lawyer"—occasionally so much disturbance in the American trading brig on board of which he had shipped at San Francisco that his shipmates compelled their skipper to maroon him on Robert's Island, the most northern of the Marquesas Archipelago. The captain, a good-hearted man, was reluctant to do so, and yet, faced with a mutiny, felt compelled to send Holt ashore; but he did not abandon him wholly unprotected.

Holt was given a frying pan and an iron pot, an axe and a spade, a bagful of maize and a bagful of ship's biscuits, a saw and a cutlass, and as the boat was moving off a musket and ammunition were flung on the sand beside him by the skipper. Holt did not, as all in the boat expected, either break out into a wild mad fury of despair or hurriedly set about firing on the small craft. He remained standing silently alongside the scanty supplies. When the vessel bore away on the wind Holt had disappeared.

Seven years later a British whaler, the *Stratford*, touched at Robert's Island to refill her water casks if possible, and found the island appeared to be inhabited. Search was made by means of a well-trodden path, which wound through a plantation of bread fruit, coconuts, bananas and other fruit trees, then led into a thickly wooded part of the island to a walled rising ground. At about a mile from the beach the track opened into a clearing, that was closed on one side by a high, unclimbable cliff of rock, and elsewhere by an impenetrable barrier of trees and prickly undergrowth. At the end of this clearing stood a house of timber some 30 feet long by 12 wide, close to a small pool of water fed by a spring gushing out of the cliff. In the cookhouse alongside it Holt was found at a meal, together with a Swede, and a native of the Marquesas who had thrown in their lot with him.

The Bristol man was overjoyed to see English faces again, but, having told his story he refused the offer of a passage home. Holt was "happier than any king," and flatly objected to leave his island domain.

A TRAGIC DISCOVERY.

Nearer South America, the Gallapagos Group have had many island hermits since first the Spaniards sighted them. In the days of buccaneering this group was the base of more than one band of sea freebooters, which circumstance has induced several individuals to seclude themselves there in search of hidden treasure.

Some years ago discovery was made of a Crusoe Chatham Island, of the same group and a tragical discovery it was.

Like Robert's Island, already mentioned, Chatham Island is a gem of a place for a Crusoe. It is shaped like a crab's claw, about ten miles long and some seven miles at its broadest, with a succession of small green hills and valleys, each with its small stream, and these rivulets often flowing into one another and dashing over the cliffs in picturesque waterfalls. Parts of the island are thickly wooded, and other parts form charming savannas, where browse wild cattle, goats, pigs, the descendants of stock imported by buccaneers and long-dead settlers alike, and now so wild that when disturbed they dash through the thickets like deer. There is abundance of turtle and fish of all species, that are most easily caught.

Some years ago a schooner belonging to a company that leased the sealing rights arrived at this island; and a doctor, who was on board her partly for his health and partly as ship's surgeon, took it into his head to walk round the island on an exploring expedition. When he was half way along the weather side, at about four miles inland, he came suddenly on a space that had once been cleared. Pumpkins, melons, tobacco, sweet potatoes, etc., were now growing all together in a wild state among tall weeds and suckers of young trees starting from the roots of the old one.

NO CLUE.

At the upper and rising part of the clearing the surgeon marked indications of a large hut, almost hidden by a clump of trees. But there was no sound of human voice here. All was still except for the cooing of the tree doves.

On nearing the habitation he saw that it was long since the place had been tended by human hands. Wild vines had thrown so close and thick a network round it he had to make an opening with his axe.
(Continued on next column.)

TRAGEDY TURNS TO COMEDY

It sometimes happens that Fate plays such tricks with men that her puppets, in the end, resolve to laugh with her instead of leaving her to laugh at them. Such is the case of two Americans, who, led by coincidence to the very brink of a tragedy, suddenly paused and changed the play to comedy. Two American brothers, John, aged 45, and Jack, aged 49, both wealthy landowners in the United States, quarrelled some years ago and vowed never to meet again. But six weeks ago each, unknown to the other, resolved to visit Paris, and suddenly found themselves face to face on an Atlantic liner. They ignored each other, however, at Havre, while Jack went on to Paris, the other remained awhile in order that they should no longer be fellow-travellers. Three days later John also came to the capital and established himself in a hotel near the Champs Elysees, blissfully ignorant of the fact that his detested brother was living in the same hotel. Days passed without their meeting, but it appears that meanwhile both had met and been greatly charmed by Mlle. Suzanne X. John was smoking in the lounge when a jeweller having invited him to inspect his stock, he singled out a pearl necklace as suitable for presentation to the lady of his choice. But the jeweller told him he had just sold that necklace to another resident in the hotel for presentation to Mlle. Suzanne X. and, to John's surprise, the jeweller named his brother as the purchaser. So they were rival lovers as well as sworn enemies. Without another word John strode to his brother's room, revolver in hand. Jack drew his own revolver in defence, and the men fired simultaneously. The alarm was given, but as the hotel attendants hurried to the scene the brothers, neither of whom was hurt, emerged, arm in arm, their long-lived quarrel and their newborn rivalry both amicably settled. When they fired they both missed, and in the moment's reflection which followed they realised the folly of trying to kill each other because their tastes in love had coincided. They agreed to spin a coin, the loser to retire from the contest for the lady's hand and to buy the necklace as a wedding present for his brother's bride. The younger brother won, and for once in a while a story of rival lovers and revolvers is to have a happy ending.

The King and Queen arrived at Cowes on board the Royal yacht *Victoria and Albert* on August 4th. Weather conditions were perfect. The scene was reminiscent of the glories of Cowes in pre-war days, and indicates the revival of yachting. Acknowledging the gift of a painting of the *Britannia*, presented by the Royal Yacht Squadron, his Majesty said he was proud of her racing record, which up to the present was 161 first prizes and thirty-nine other prizes in twenty-nine years.

On passing this barrier he came at once on the house, which had been built of posts of wood to the sides and front, interlaced with boughs and plastered with mud. There was only a doorway into it, but no door. On the earth floor, near a roughly made table, lay the skeleton of a man, only partly covered by what had been a sheet of skins. On fingering this it went into powder, and the bones of the skeleton also fell apart at the slightest touch. On one side were an old iron pot and a frying pan, a pile of what had been kindling wood, an axe and a saw, all rotted and rusted. A tobacco box and a rudely fashioned pipe lay on the table, and a rusty gun and a cutlass in the corner. A broad shelf which had served for a bedstead was still covered with its skins.

The American saw that this unfortunate Crusoe must have been dead for many years. He searched the hut minutely and afterwards made many inquiries, but no clue was ever got as to the name or who this forgotten solitary had been.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

HAIPHONG	SUBJECT TO ALTERATION.	24th Sept., Noon
FOOCHOW	"HOSANG"	Monday, 24th Sept., 1 p.m.
RANGOON via SWATOW	"HOSANG"	Monday, 24th Sept., 1 p.m.
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 26th Sept., Noon
Kobe	"HOSANG"	Friday, 28th Sept., D.L.
SANDAKAN	"MAUSANG"	Friday, 28th Sept., Noon
SHANGHAI via SWATOW	"TUNGSHING"	Friday, 28th Sept., Noon
TIENTSIN	"CHEONGSHING"	Friday, 28th Sept., Noon
MANILA	"MINGSANG"	Friday, 28th Sept., 3 p.m.
TSINGTAU via SWATOW	"TAISANG"	Wednesday, 3rd Oct., 10 a.m.
SHANGHAI	"HOSANG"	Friday, 5th Oct., 8 a.m.
HAIPHONG via ROUHOW	"HOSANG"	Saturday, 6th Oct., D.L.
BANGKOK via ROUHOW	"HOSANG"	Saturday, 6th Oct., D.L.
STRAITS & CALCUTTA	"HOSANG"	Friday, 12th Oct., 3 p.m.

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SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

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BORNEO LINE—Weekly sailings to and from Sandakan by two 5,000 tons steamers, "BIRANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kadat Jassellon, Labuan, Tawau and Lahad Data.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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"CARMARTHENSURE"	19th Oct.	"GLENLURE"	10th Oct.	Genoa
"GLENAMOT"	22nd Oct.	"GLENLURE"	10th Oct.	Genoa
"GLENART"	5th Nov.			
"GLENGARRY"	19th Nov.			

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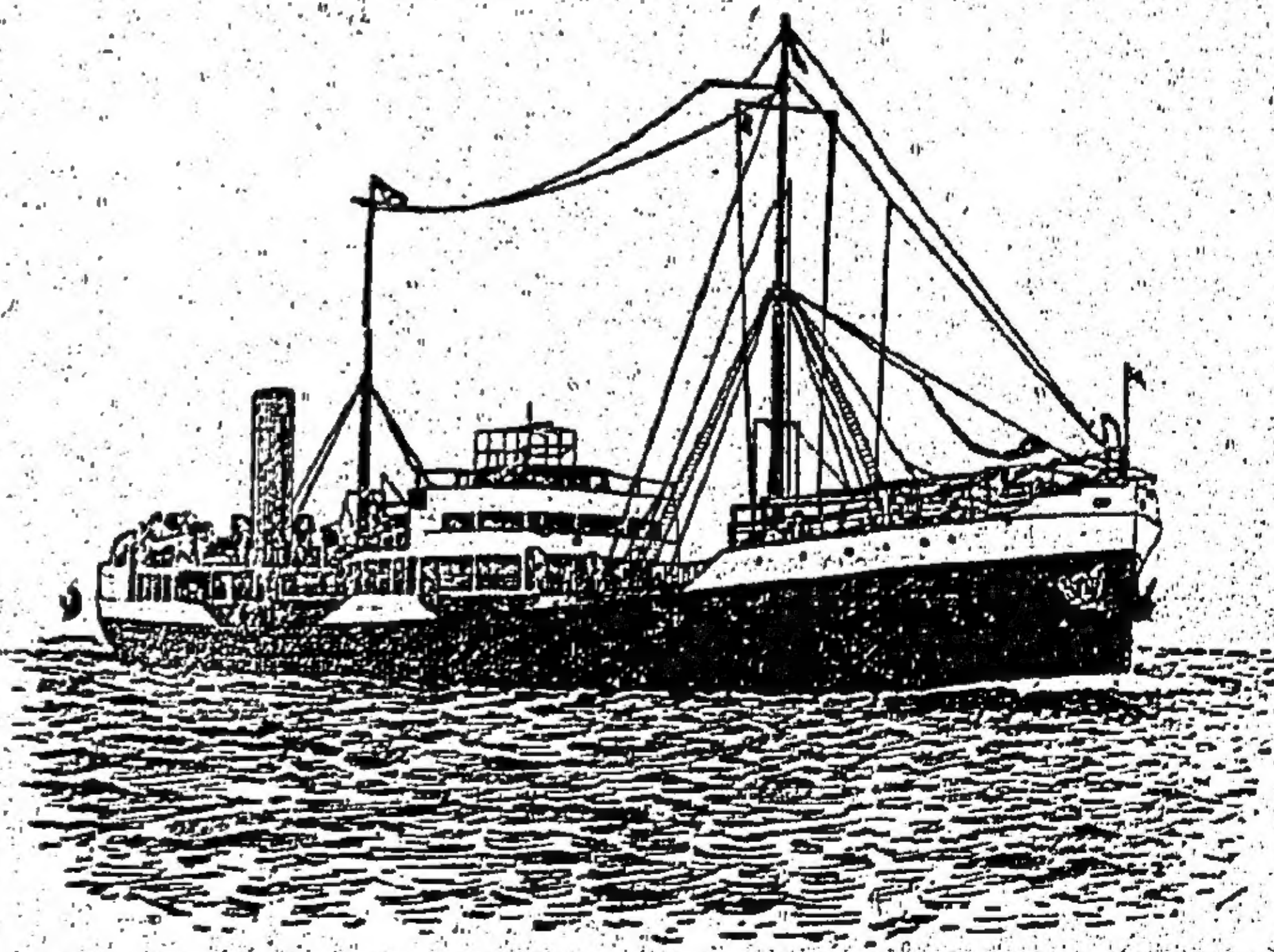
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SHIPPING NEWS

ARRIVALS.

September 21st.

Yungo, Dutch str., 1,345 tons, Capt. J. P. de Bruijn, from Singapore and Miri, with bulk oil.—A. P. & Co.
Kwangtuh, Chinese str., 1,356 tons, Capt. W. Philip, from Shanghai, with a general cargo.—C.M.S.N. Co.
Fannon, British str., 1,206 tons, Capt. J. D. Milne, from Haiphong and Pakhoi, with a general cargo.—B. & S.

September 22nd.

Albert Fugler, German str., 3,414 tons, Capt. W. Ziegenmeyer, from Shanghai and Hankow, with a general cargo.—Reuter, Brockelmann & Co.
Bellerophon, British str., 5,713 tons, Capt. J. Agnew, from Singapore and Keelung, with a general cargo.—B. & S.
Graculus, British str., 2,411 tons, Capt. P. B. Brisley, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Hainan, British str., 1,393 tons, Capt. A. H. Stewart, from Saigon, with rice.—Yuen Shing Fat.
Nelore, British str., 1,498 tons, Capt. F. S. Murray, from London and Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Neuchâtel, British str., 1,581 tons, Capt. C. S. Isister, from Bangkok, with a general cargo.—B. & S.

Neo Mathilda, British str., 842 tons, Capt. J. H. van den Berg, from Haiphong and Hoihow, with a general cargo.—Yit Tai S.S. Co.
Sekino Maru, Japanese str., from Kure, moon.
Soko Maru, Japanese str., 1,000 tons, Capt. Y. Okura, from Swatow, with a general cargo.—O.S.K.

Shunai, British str., from Canton.
Shantung, British str., from Canton.
Shien Maru, Japanese str., from Canton.
Taming, British str., 1,350 tons, Capt. C. Harris Walker, from Manila, with a general cargo.—B. & S.

Tanda, British str., 1,277 tons, Capt. J. A. Davidson, from Kobe via Moji, with a general cargo.—Mackinnon, Mackenzie & Co.
Takuba Maru, Japanese str., from Canton.

Tingchow, British str., 1,210 tons, Capt. R. A. Thomson, from Shanghai, with a general cargo.—B. & S.
 September 23rd.

Aizawa Maru, Japanese str., from Canton.
Foonching, British str., from Canton.
Hainan, British str., 1,507 tons, Capt. W. P. Moore, from Swatow, with a general cargo.—D. L. & Co.

Hanuma Maru, Japanese str., 6,311 tons, Capt. Shiro Hirata, from Middlebrough and Singapore, the latter port she left on September 18th, with a general cargo.—N.Y.K.
Hermes, Norwegian str., 1,161 tons, Capt. T. Davidson, from Bangkok, with a general cargo.—Thorsen & Co.

Huichow, British str., 1,222 tons, Capt. J. S. de Wolf, from Weihaiwei, with a general cargo.—B. & S.
Kansa, British str., 1,143 tons, Capt. J. W. Larter, from Saigon, with rice.—B. & S.

Langchow, British str., from Canton.
Mentor, British str., 4,732 tons, Capt. D. Mansfield, from Shanghai, with a general cargo.—B. & S.
Szechuan, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai and Swatow, with a general cargo.—B. & S.

Tungchow, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai, with a general cargo.—J. M. & Co.

CLEARANCES.

September 22nd.

Albert Fugler, for Manila.
Bellerophon, for Singapore.
Foonchow, for Kwang Chow Wan.
Kaijo Maru, for Swatow.
Kaisan, for Swatow.
Kushichow, for Weihaiwei.
Kwangtuh, for Canton.
Langchow, for Canton.
Yunnan, for Tarkun.

Taipei, for Kwang Chow Wan.
Taipei, for Singapore.
Takuba Maru, for Takao.
Shen Lai, for Canton.
Shien Maru, for Amoy.
Sukin Maru, for Canton.
Wingai, for Kowloon.
Tungchow, for Canton.
Tungchow, for Swatow.

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Tungchow, for Canton.
Tungchow, for Swatow.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & PANAMA	Toba Maru	Jap.	Nippon Yusen Kaisha	On 1st Oct.
NEW YORK & PANAMA	Celtic Prince	Brit.	Princes Line	About 2nd Oct.
BOSTON & NEW YORK via Suez	City of Baghdad	Brit.	The Bank Line, Limited	On 25th Sept.
SAN FRANCISCO via Strait & Jap. Ports & H.K.	West Canada	Am.	Pacific Mail S.S. Co.	On 3rd Oct.
SAN FRANCISCO via Strait & Jap. Ports & H.K.	Taiyo Maru	Jap.	Strathairn & Barry	On 8th Oct.
SAN FRANCISCO via Strait & Jap. Ports & H.K.	Empress Russia	Brit.	Strathairn & Barry	About 4th Oct.
VICTORIA, SEATTLE & VANCOUVER via J. Ports	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 15th Oct.
VICTORIA, SEATTLE & VANCOUVER via J. Ports	Arabi Maru	Jap.	Nippon Yusen Kaisha	On 3rd Oct.
VICTORIA, SEATTLE & VANCOUVER via J. Ports	Philoctetes	Am.	Batterfield & Swire	On 25th Sept.
SEATTLE & VICTORIA via Strait, Kobe & Yokohama	Pros. de la McKinley	Brit.	Admiral Oriental Line	On 1st Oct.
VANCOUVER via Strait & Jap. Ports & H.K.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 1st Nov.
BOMBAY, MARSHALLS, G.R., LONDON & ANTWERP	Mantua	Brit.	P. & O. S. S. & A. L.	On 8th Oct. Midnight
MARSHALLS, G.R., LONDON & ANTWERP	Anquers	Brit.	Managers Maritime	On 25th Oct.
MARSHALLS, G.R., LONDON & ANTWERP	Amboise	Brit.	Managers Maritime	On 1st Oct.
MARSHALLS, G.R., LONDON & ANTWERP	Cardillac	Brit.	Managers Maritime	On 15th Oct.
MARSHALLS, G.R., LONDON & ANTWERP	Hakozaki Maru	Jap.	Nippon Yusen Kaisha	On 10th Oct. 11 a.m.
MARSHALLS, G.R., LONDON & ANTWERP	City of Norwich	Brit.	The Bank Line, Ltd.	On 2nd Oct.
MARSHALLS, G.R., LONDON & ANTWERP	Prometheus	Brit.	Batterfield & Swire	On 3rd Oct.
MARSHALLS, G.R., LONDON & ANTWERP	Mentor	Brit.	Batterfield & Swire	On 25th Sept.
LONDON, ROTTERDAM & HAMBURG	London Maru	Jap.	Ozaka Shosen Kaisha	On 30th Sept.
LONDON, ROTTERDAM & HAMBURG	Pambrake Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Oct.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Kertoune	Brit.	Jardine, Matheson & Co., Ltd.	On 11th Oct.
ANTWERP, ROTTERDAM & HAMBURG	Carl Legien	Gen.	Reuter, Brockelmann & Co.	About 19th Oct.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	C. F. Lescaud	Gen.	Managers Maritime	About 10th Oct.
BOMBAY via Suez, Aden & Durrat	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 27th Sept.
SEATTLE & VANCOUVER	Hosang	Brit.	Jardine, Matheson & Co., Ltd.	On 12th Oct. 3 p.m.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Soudan	Brit.	P. & O. S. S. & A. L.	On 17th Oct.
SINGAPORE & BANGALORE	Van Cloon	Dut.	Java-China-Japan Lijn	On 13th Oct.
BRINDISI, VENTURA & TARENTUM	Risandra	Ital.	D. & W. & Co., Ltd.	On 2nd Oct.
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	Brit.	Batterfield & Swire	On 25th Sept. D.L.
HAIPHONG via Hainan & Peking	Nanyo Maru	Jap.	Yamashita, Kisen Kaisha	About 4th Oct.
KEELUNG via Swatow & Amoy	Takuba Maru	Jap.	Yamashita, Kisen Kaisha	About 4th Oct.
SANDAKAN	Mausang	Brit.	Jardine, Matheson & Co., Ltd.	On 25th Sept. Noon
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 24th Sept. 11 a.m.
AUSTRALIAN PORTS	Arakura	Brit.	P. & O. S. S. & A. L.	On 6th Oct.
AUSTRALIAN PORTS	Taiyuan	Brit.	Batterfield & Swire	On 11th Oct.
SHANGHAI via Swatow	Tungchow	Brit.	Jardine, Matheson & Co., Ltd.	On 25th Sept. D.L.
SHANGHAI, KORE & YOKOHAMA	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 23rd Sept.
SHANGHAI & SHANGHAI	Graculus	Brit.	P. & O. S. S. & A. L.	On 25th Sept.
SHANGHAI, YOKOHAMA & KORE	Szechuan	Brit.	Batterfield & Swire	On 27th Sept. 10 a.m.
JAPAN PORTS	Venezia	Ital.	D. & W. & Co., Ltd.	About 2nd Oct.
TIENTSIN via WEIHAIWEI & CHEFOO	Tiempo	Jap.	Java-China-Japan Lijn	About 5th Oct.
BATAVIA	Malay Maru	Jap.	Ozaka Shosen Kaisha	On 25th Oct.
CALCUTTA, SINGAPORE & RANGOON	Cheongching	Brit.	Jardine, Matheson & Co., Ltd.	On 25th Sept. Noon
BANGKOK via Hainan	Tiempo	Dut.	Java-China-Japan Lijn	About 4th Oct.
BANGKOK & BANGKOK	Amur Maru	Jap.	Ozaka Shosen Kaisha	On 22nd Oct.
SWATOW, AMOY & FOOCHOW	Chunwang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th Oct. D.L.
SWATOW, AMOY & FOOCHOW	Kwangtung	Brit.	Batterfield & Swire	On 25th Sept. 4 p.m.
SWATOW, AMOY & FOOCHOW	Huichow	Brit.	Douglas Lapraik & Co.	On 25th Sept. 1 p.m.
MANILA	Haiching	Brit.	Douglas Lapraik & Co.	On 25th Sept. 3 p.m.
MANILA	Jiangang	Brit.	Jardine, Matheson & Co., Ltd.	About 25th Sept.
SINGAPORE	Frederick Wilson	Brit.	Pacific Mail S.S. Co.	On 30th Sept.
SINGAPORE	West Cactus	Brit.	Strathairn & Barry	On 30th Sept.

PASSENGERS.

ARRIVALS.

Per s.s. *Szechuan*, on September 23rd:

—Mr. Miller.

Per s.s. *Neo Mathilda*, on September 22nd:—Mr. and Mrs. R. T. Cowley and 7 children, Miss C. M. Allhouse, Rev. R. A. Grupe, Rev. R. A. Jaffray.Per P. & O. s.s. *Nelore*, on September 22nd, for Hongkong, from London:—Mr. Hett, Mr. T. Carr, Mr. W. Warnock, Mrs. Harman, Commr. Bevan, Commr. Ingham, Lt. Commr. Campbell, Lt. Commr. Jetham, Rev. Hamilton, Mr. R. Martin, from Singapore: Dr. J. Shell-shear, Prof. and Mrs. Houghwood, Dr. L. Lopez Rinal, Mr. Gutierrez, Major and Mrs. Russell, Mr. C. Weir, Mr. L. Geddes, Mr. and Mrs. Tensdale, Mr. Baekett, Mr. J. Seiger, Mrs. Stirling.

DEPARTURES.

Per R.M.S. *Empress of Canada*, on September 22nd:—Mr. and Mrs. J. R. Aching Allum, Miss G. V. Annis, Mr. K. A. No. Mr. A. Arce, Mrs. Bannister, Mr. T. B. W. Bannister, Mr. T. D. W. Bannister, Mr. Blackwell, Mr. C. A. Bowers, Mr. L. E. Bradsher, Mr. R. W. Brock, Mr. F. H. Bugbird, Miss S. M. Bullock, Mr. H. Bullock, Mr. A. Cheetham, Capt. O. Cox, Mrs. J. De Lay, Mr. R. F. Edwards, Mr. K. Eisner, Mr. F. W. Evans, Mr. V. Fergus, Mr. A. E. Finch, Mr. W. H. Gardiner, Mr. Geddes, Mrs. T. Gibbison, Mr. and Mrs. Gishen Lin, Mr. and Mrs. D. W. R. Green, Mr. and Mrs. Tom Gunn, Miss T. Habsker, Mr. R. Humphreys, Mr. F. E. Hingworth, Mr. J. H. Lowe, Mr. J. E. Marquis, Mr. P. Marks, Mr. S. E. Millard, Mrs. N. Millard, Miss J. H. Millard, Miss B. R. Millard, Mr. G. J. Mulder, Mr. J. T. Newall, Mr. and Mrs. H. A. Nott, Mr. J. E. Poignand, Miss A. Ruby, Mr. H. W. Ray, Mr. H. Ramsay, Mr. H. R. Remington, Mr. H. D. Rum-jahn, Mr. O. Rumjahn, Mr. S. A. Rumjahn, Mrs. C. J. Scobie, Mr. L. J. Scrimmager, Mr. J. Shaw, Mr. Percy Smith, Mr. B. M. Swartz, Mr. J. H. Taggart, Mr. and Mrs. Tensdale, Mr. J. Tomlinson, Mr. C. Van Mens, Mr. H. Veitch, Capt. J. Watson, Mr. Weir, Miss F. D. Willis, Miss B. Xavier, Miss O. Xavier, Mr. G. M. Young, and a large number of Chinese stevedore passengers.

WEATHER REPORT.

September 23rd at 12.10.—Pressure has increased slightly over the Philippines and from Yap to Guam. It is nearly stationary elsewhere.

The anticyclone is still central over E. Manchuria.

The typhoon appears to be moving N.N.E. Its approximate position at 2 p.m. was Lat. 16 deg. N. and Long. 125 deg. E.

There may be a depression in the China Sea, but there is not sufficient data to confirm this.

Hongkong rainfall for the 24 hours ending at 18 hours, 23rd September, 0.00 inch. Total since January 1st, 77.63 inches, against an average of 73.76 inches.

The forecast for the 24 hours ending at 18 hours, 24th Sept. is as follows:—

Forecast
Formosa Channel ... N.E. or N winds, fresh.

Hongkong to Gap Rock ... E. winds, moderate; fair.

South coast of China between Hongkong and Lamock ... do.

South coast of China between Hongkong and Hainan ... do.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Vancouver	Quebec	England
Empress Russia	Oct. 4 Oct. 22	Empress France	Oct. 13 Oct. 19
Empress Asia	Nov. 1 Nov. 19	Empress Scotland	Oct. 27 Nov. 2
Empress Canada	Nov. 17 Dec. 3	Empress France	Dec. 9 Dec. 15
Empress Russia	Nov. 29 Dec. 17	Empress Scotland	Dec. 23 Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held early and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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 First class throughout. Hongkong to San Francisco.

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STEAMERS LEAVE HONGKONG

TAIYO MARU (omit Shanghai), 22,000 tons, Oct. 8th.

KOREA MARU, 20,000 tons, Oct. 17th.

TENYO MARU, 22,000 tons, Oct. 27th.

SHINYO MARU (calling at Manila and Keelung), 22,000 tons, Nov. 10th.

SIBERIA MARU (calling at Dairen), 22,000 tons, Nov. 25th.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLENDINO, AERICA AND IQUIQUE.

Traders by Train-Ando Route to Buenos Aires.

STEAMERS LEAVE HONGKONG

*GINYO MARU, 13,000 tons, September 25th.

ANYO MARU, 13,700 tons, October 20th.

SEIYO MARU, 14,000 tons, December 4th.

RAKUYO MARU, 15,500 tons, January 15th.

*This steamer will not call at Honolulu, Hilo and San Francisco.

JAPAN-HONGKONG-JAVA SERVICE.

between OSAKA, KOBE, MOI, DAISEN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG

FERRIA MARU (Moji, Kobe and Osaka), (Freight only), October 2nd.

NEW YORK LINE (Freight only) VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG

MEIYO MARU, about September 24th.

For full information regarding Passengers, Freight & Sailings.

Apply to: Agents at Canton: Y. TSUTSUMI, Manager.

Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.

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HONGKONG—MANILA

S.S. "PRESIDENT WILSON" on or about Sept. 25th.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2392. HOLYOAK, MASSEY & CO., LTD.



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VICTORIA, SEATTLE & VANCOUVER via

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UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF KARACHI" ... 21st October ... Shanghai & Kobe.

HOMWARDS.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class 292.—2nd Class 283.
 "B" Class Steamers ... 1st Class 284.—2nd Class 268.
 "C" Class Steamers ... 1st Class 256.

"A" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

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For further particulars apply to—

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"CITY OF BAG AD" ... via Suez Canal ... 25th Sept.
 "PERSEUS" ... via Suez Canal ... 5th Oct.
 "KARONGA" ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Arr. at Hkgs. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	10th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	8th Oct.	14th Nov.
PORTHOS	21st Sept.	23rd Oct.	28th Nov.
ANGKOR	5th Oct.	8th Nov.	10th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 55. 00. 00. B CLASS (1st Class) ... 52. 00. 00.
 STEAMERS (2nd) ... 53. 00. 00. STEAMERS (2nd) ... 52. 00. 00.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Rates).

C. P. "LECOQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 10th Oct. and may eventually call at Liverpool, Valence, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.
 Sailings subject to alteration without notice.

For full Particulars apply to—

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

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AND RETURN

(Occurring 9 or 19 Days)

HAIPHONG ... Capt. W. O. Passmore ... Tuesday, 25th Sept., at 1 p.m.
 HAIPHONG ... Capt. J. E. Walker ... Friday, 28th Sept., at 1 p.m.
 HAIPHONG ... Capt. J. S. Thomson ... Tuesday, 2nd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Rika Pier)

For Freight and Passage apply to—

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(General Managers)

JAPAN COAL

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PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"MANTUA"	10,802	5th Oct. Midnight	Bay, Mars, Gib., L'don & A'werp.
"SOUHAN"	6,686	17th Oct.	S'pore, Penang, Colombo & Bay.
"KARMALA"	9,088	19th Oct.	Mars, Gib., London & Antwerp.
"CALEDONIA"	7,832	2nd Nov.	Bay, Mars, Gib., L'don & A'werp.
"NELLORE"	8,483	3rd Nov.	Mars, Gib., London & Antwerp.
"SICILIA"	8,813	14th Nov.	S'pore, Penang, Colombo & Bay.
"MAINA"	12,341	16th Nov.	Mars, Gib., London & Antwerp.
"KALAN"	7,023	24th Nov.	do.
"KALAN"	9,083	30th Nov.	do.
"SOUHAN"	6,686	13th Dec.	S'pore, Penang, Colombo & Bay.
"DEVANHA"	8,092	14th Dec.	Mars, Gib., London & Antwerp.
"KAISAR-I-HIND"	11,430	23rd Dec.	Bay, Mars, Gib., L'don & A'werp.

1924.

"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON
"MACEDONIA"	11,080	25th Jan.	via Usual Ports of Call.
"KASAB"	8,840	8th Feb.	do.
"MORSA"	10,811	22nd Feb.	do.
"KARMALA"	9,088	7th March	do.
"VALDERA"	15,893	21st March	do.
"DELTA"	8,037	4th April	do.
"CHINA"	7,552	18th April	do.
"KALAN"	9,083	2nd May	do.
"KASHMIR"	8,860	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	8,840	8th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	Manila, Thursday, Island.
"ST. ALBANS"	4,500	3rd Nov.	Torrevilla, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The E. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for New Zealand and Australia via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"GRACCHUS"	3,750	25th Sept.	Shanghai.
"SOUHAN"	6,686	30th Sept.	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	8th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate ... subject to alteration without notice.

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Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the co. carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

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on 2nd October

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St. George's Building

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore

Colombo, Suez and Port Said

"LONDON MARU" ... Sunday, 30th Sept.

RIO DE JANEIRO, SANTO & BUENOS AIRES via Saigon

Singapore, Colombo, Suez and Port Said

"OCEAN MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY via Singapore and Colombo

"BOMBE MARU" ... Wednesday, 28th Sept.

"BORNEO MARU" ... Friday, 5th Oct.

BANGKOK, ... & SINGAPORE

"KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA via Singapore & Penang

"MALAY MARU" ... Friday, 19th Oct.

VICTORIA, Seattle, Tacoma & VANCOUVER via Shanghai and Japan

"ARABIA MARU" ... Wednesday, 3rd Oct.

NEW YORK via Japan Ports, San Francisco and Panama

"HAGUE MARU" ... Beginning of Oct.

JAPAN PORTS—Moji, Kobe & Yokohama

"CELESTES MARU" ... Friday, 28th Sept.

"AMUR MARU" ... Monday, 2nd Oct.

KEELUNG via SWATOW & AMOY

"SUMA MARU" ... Sunday, 30th Sept. Noon

TAKAO via SWATOW & AMOY

"BOHEI MARU" ... Thursday, 27th Sept.

TAKAO via KEELUNG

"SOURABAYA MARU" ... Thursday, 4th Oct.

Central No. 4000

OSAKA SHOSHEN KAISHA

F. SHIMA, Manager

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOY & SHANGHAI	"YINGCHOW"	On 25th Sept. D.L.
HOIHOW & PAKHOI	"TEAN"	On 25th Sept. 7 a.m.
SWATOW & RANGKOK	"KWANGTUNG"	On 25th Sept. 4 p.m.
SWATOW & SINGAPORE	"CHENAN"	On 25th Sept. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TUNNAN"	On 26th Sept. 4 p.m.
MANILA	"TAMING"	On 26th Sept. 10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 27th Sept. 10 a.m.
AMOY, SWATOW & SINGAPORE	"KAIYING"	On 28th Sept. D.L.
SHANGHAI	"SUIYANG"	On 28th Sept. D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th Sept. D.L.
SHANGHAI & TSINGTAO	"SUNNING"	On 29th Sept. D.L.

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BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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